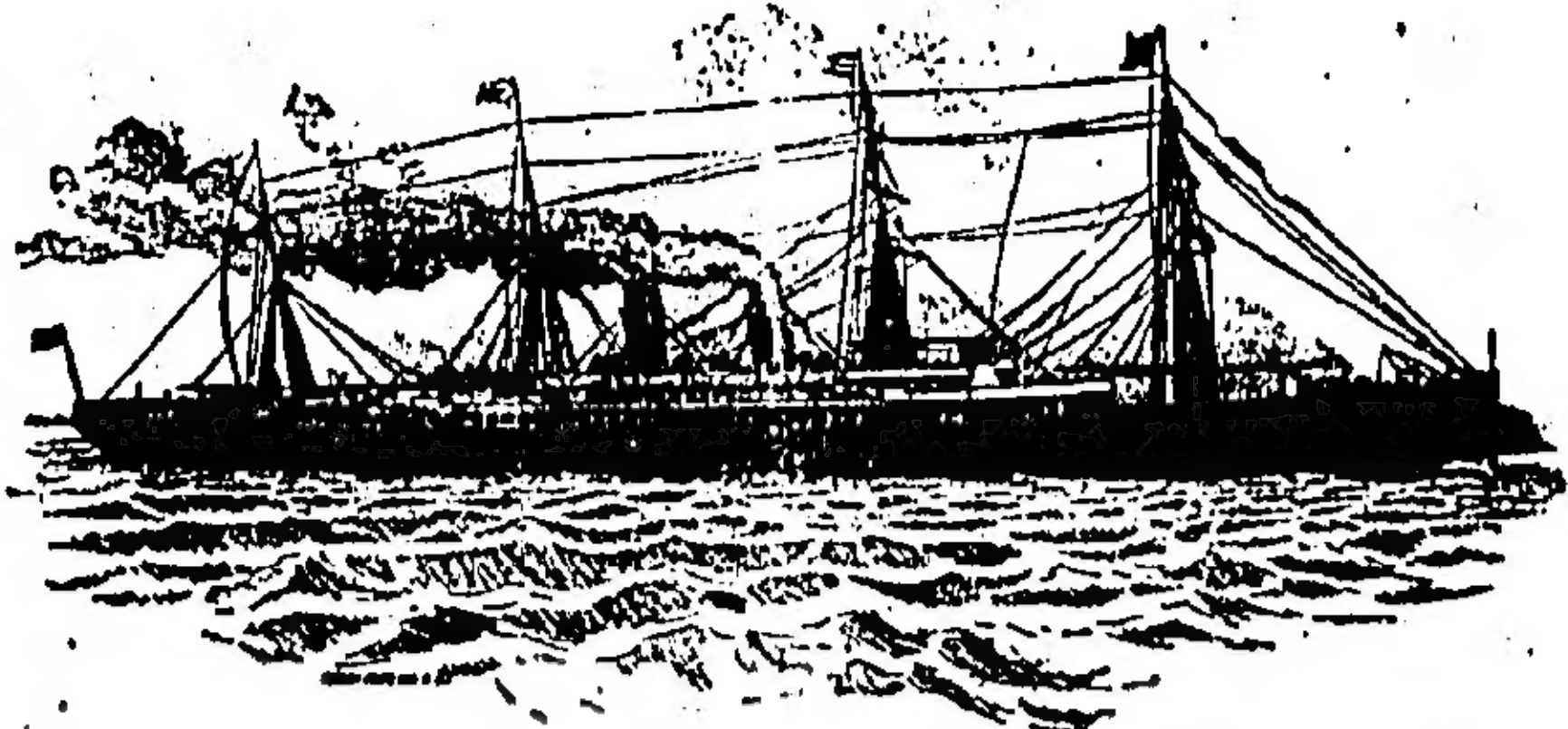






## Mails.

## U.S. MAIL LINES.



PACIFIC MAIL S.S. CO., OCCIDENTAL & ORIENTAL S.S. CO.,  
TOYO KISEN KAISHA.

TAKING PASSENGERS AND CARGO TO JAPAN, THE UNITED STATES, MEXICO,  
CENTRAL AND SOUTH AMERICA AND EUROPE.

## PROPOSED SAILINGS FROM HONGKONG.

"CHINA"	5,060 Gross Tons	TUESDAY, 5th April, at Noon.
"DORIO"	4,784 "	THURSDAY, 14th April, at Noon.
"SIBERIA"	11,284 "	SATURDAY, 30th April, at Noon.
"COPTIC"	4,352 "	SATURDAY, 7th May, at Noon.
"KOREA"	11,276 "	TUESDAY, 24th May, at Noon.
"GAELIC"	4,205 "	THURSDAY, 2nd June, at Noon.
"AMERICA MARU"	6,307 "	SATURDAY, 11th June, at Noon.

Record Trip Yokohama to San Francisco made by s.s. "KOREA," 11,276 tons, Oct. 18th-28th, 1902; 10 days, 15 hours.

THE P. M. Company's Steamship "CHINA" will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on TUESDAY, the 5th April, at Noon, taking Freight for Japan, the United States, and Europe. Passengers are allowed to break their journey at any point in route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Passengers holding through ORDERS TO EUROPE have the choice of the Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAY; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding Orders for OVERLAND CITIES in the United States have between SAN FRANCISCO and CHICAGO, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Special rates (First-class only) to European Ports, are granted to Missionaries, Members of the Naval, Military, Diplomatic and Consular Services, and European Civil Service Officials located in Asia, and to European Officials in the Service of the Governments of China and Japan.

TO UNITED STATES AND CANADIAN PORTS, Special rates (first class only) are granted and will apply only to Missionaries, Members of the Naval and Military Services, and to Consular and Diplomatic Officials of the Governments of China and Japan.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Companies' and connecting Steamers.

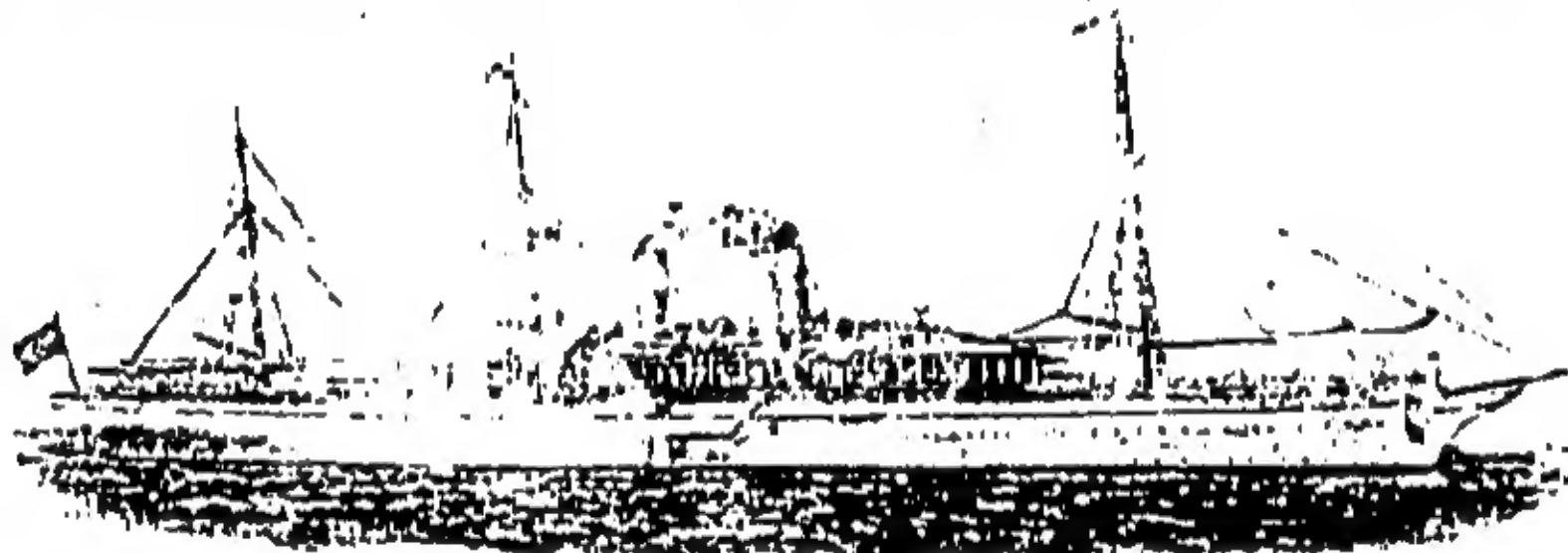
## FEATURES OF THIS LINE.

The largest and steadiest and fastest passenger ships on the Pacific. Southern Route; passengers enjoy out-door throughout; deck bathing. The call at Honolulu, Oahu, the most fertile and beautiful island of the Pacific. The only line to San Francisco, the greatest port of the Pacific. Sailings positively on schedule date.

For further information as to Passage and Freight, apply to the Agents of the Companies, Queen's Building.

E. W. TILDEN, Agent.

Hongkong, 21st March, 1904.

CANADIAN PACIFIC RAILWAY COY'S  
ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA  
AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.)  
SAFETY. SPEED. PUNCTUALITY.

SAVING 3 TO 7 DAYS ACROSS THE PACIFIC.

"EMPRESS" Twin Screw Steamships—5,000 Tons—10,000 Horse Power—Speed 19 Knots.  
PROPOSED SAILINGS FROM HONGKONG.—(SUBJECT TO ALTERATION).

R.M.S. "EMPRESS OF INDIA"	5,000 Tons	WEDNESDAY, 20th April.
"ATHENIAN"	3,882 "	WEDNESDAY, 27th April.
"EMPRESS OF JAPAN"	5,000 "	WEDNESDAY, 11th May.
"TARTAR"	4,425 "	SATURDAY, 21st May.
"EMPRESS OF CHINA"	5,000 "	

Hongkong to London, 1st Class, via St. Lawrence £60. Via New York £62.

Hongkong to London, Intermediate on

Steamers, and 1st Class Rail £40. £42.

THE magnificent Twin-screw "EMPRESS" Steamships pass through the famous

INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VAN-

COUVER (B.C.) in 12 DAYS, and make connection with the PALATIAL OVERLAND

TRAINS FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE.

Passengers Booked through to all principal ports AROUND THE WORLD.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval,

Military, Diplomatic and Civil Services, and to European Officials in the Service of Chinese

and Japanese Governments.

For further information, Maps, Guides, Hand Books, Rates of Freight and Passage,

apply to

L. F. BROWN, General Agent,

9, Pedder's Street.

Hongkong, 30th March, 1904.

HAMBURG-AMERIKA LINIE.  
OSTASIATISCHER FRACHTDAMPFER DIENST.

(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN,  
LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE  
LEVANT; BLACK SEA and BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS).

PROPOSED SAILINGS FROM HONGKONG  
SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.	
ABESSINIA	ST. NAZAIER, HAVRE & HAMBURG.	2nd April.	Freight.
Filler	(Calling at SINGAPORE and COLOMBO).		
BRISGAVIA	HAMBURG.	12th April.	Freight.
Schulke	(Calling at SINGAPORE and COLOMBO).		
SUEVIA	HAVRE & HAMBURG.	25th April.	Freight.
von Dohren	(Calling at SINGAPORE and PENANG).		
ARTEMISIA	HAVRE & HAMBURG.	3rd May.	Freight.
Grommeyer	(Calling at SINGAPORE and COLOMBO).		
MARBURG	HAVRE & HAMBURG.	17th May.	Freight.
Stern	(Calling at SINGAPORE and PENANG).		
STRASBURG	HAVRE & HAMBURG.	31st May.	Freight and Passengers.
Madsen	(Calling at SINGAPORE and COLOMBO).		

For further Particulars, apply to

HAMBURG-AMERIKA LINIE,

HONGKONG OFFICE,

No. 1, Queen's Buildings.

Hongkong, 16th March, 1904.

GO TO THE  
KOWLOON HOTEL,  
KOWLOON.

J. W. OSBORNE,  
Proprietor and Manager.

## Shipping—Steamers.

HONGKONG, CANTON, MACAO AND  
WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO  
STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION  
COMPANY, LTD.

## HONGKONG-CANTON LINE.

S.S. "HONAM"	2,353 tons	Captain R. D. Thomas.
"POWAN"	2,353 "	G. F. Morrison, R.N.R.
"FATSHAN"	2,350 "	W. A. Valentine.
"HANKOW"	2,373 "	C. V. Lloyd.
"KINSHAN"	2,360 "	J. J. Lossius.

Departures from HONGKONG to CANTON daily at 8 A.M. (Sunday excepted) and at 5.30 P.M. and 9 P.M. (Saturday excepted).

Departures from CANTON to HONGKONG daily at 8 A.M., 2.30 P.M. and 5.30 P.M. (Sunday excepted).

These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to their Superior Saloon and Cabin accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.

## HONGKONG-MACAO LINE.

S.S. "HEUNGSHAN"	1,998 tons	Captain H. D. Jones.
Departures from Hongkong to Macao on week days at about 1 P.M.		
During the summer months the time of leaving fluctuates to suit the tide at Macao. For further particulars see special time table.		
Departures on Sundays at 12.30 P.M.		
Departures from Macao to Hongkong daily at 7.30 A.M.		

## CANTON-MACAO LINE.

S.S. "LUNGSHAN"	219 tons	Captain T. Hamlin.
This steamer leaves Canton for Macao every Tuesday, Thursday and Saturday at about 7.30 A.M.; and leaves Macao for Canton every Monday, Wednesday and Friday at about 7.30 A.M.		

JOINT SERVICE OF THE H.K. C. AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVIGATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.

## CANTON-WUCHOW LINE.

S.S. "SAINAM"	588 tons	Captain B. Branch.
"NANNING"	569 "	C. B. Ruchart.
One of the above Steamers leaves Canton for Wuchow every Monday, Wednesday and Friday at about 8 a.m., and the other leaves Wuchow for Canton on the same days at about 8 a.m. Round trips take about 5 days. These vessels have Superior Cabin Accommodation and are lighted throughout by electricity.		
Further particulars may be obtained at the Office of the—		
HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.,		
18, Bank Buildings, Queen's Road Central, opposite the Hongkong Hotel		
Or of BUTTERFIELD & SWIRE,		
Agents, CHINA NAVIGATION CO., LTD.		

Hongkong, 31st March, 1904.

## JAVA-CHINA-JAPAN LINE.

HEAD AGENT: R. BISSCHOP,

3, DUDDELL STREET,

HONGKONG.

REGULAR FOUR-WEEKLY SERVICE BETWEEN

JAVA, CHINA, AND JAPAN.

Steamer.	From	Expected on or about	Will leave for	On or about
TJIPANAS	JAPAN	First half of May	SINGAPORE & JAVA PORTS	First half of May
TJILAJAP	JAV & MACISSAR	Second half of April	JAPAN	Second half of April
TJIMA	JAPAN	First half of April	SINGAPORE & JAVA PORTS	First half of April

The Steamers are all fitted throughout with Electric Light and have Accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands India Ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to

THE AGENTS,

THE HOLLAND-CHINA TRADING CO.

Telephone No. 201.

Hongkong, 25th March, 1904.

## Intimations.

PORTRAITS, GROUPS, ENLARGING, AND  
COPYING IN ALL SIZES.

AMATEUR WORK GIVEN SPECIAL  
ATTENTION.

FULL LINE OF SUPPLIES  
ALWAYS IN STOCK.

C. W. CLARK,  
EUROPEAN PHOTOGRAPHER,  
Between Queen's Road and Des Vaux Road.

ORIENTAL  
COSTUMES AND  
FANCY DRAPERIES  
FURNISHED.

WORK GUARANTEED TO BE  
THE BEST IN THE COLONY.

LADIES' SPECIAL TOILET ROOM.

PATRONAGE RESPECTFULLY SOLICITED.

THE CONNAUGHT HOUSE,  
QUEEN'S ROAD CENTRAL.

A FIRST CLASS HOTEL SITUATED NEAR THE BANKS AND PRINCIPAL  
OFFICES. EXCELLENT CUISINE AND WINES.

Large and lofty Rooms Elegantly Furnished. Hydraulic Elevator.

Hot and Cold Water throughout. Special Rates for Tourists.

Launch Service for Guests.

For Terms, apply to

THE MANAGER.

Hongkong, 1st November, 1902.

THE PHARMACY  
FLETCHER & CO., 藥房

14, QUEEN'S ROAD CENTRAL, HONGKONG.

SPECIAL

HAIR RESTORER.

AN EXCELLENT PREPARATION for

changing Grey Hair to its Original

Colour; prevents the hair from falling off, and

cleanses the head from all dandruff.

PER BOTTLE ..... \$1.25.

Prescriptions and private recipes carefully

prepared with the best Drugs.

A. STEVENSON,  
Chemist,  
Registered by the Pharmaceutical Society,  
Hongkong, 24th March, 1904.

THE TRYPOGRAPH DUPLICATOR  
(ZUCCATO'S PATENT).

OWING TO THE LARGE DEMAND

for the ABOVE MACHINE, I am now

prepared to reserve any of them from my next

shipment to my customers.

To avoid disappointment, book your orders

early.

PRICES RANGING from £2 to £5 each.

FREE—SAMPLES and PRICE LIST sent

Post Free on application.

JACK E. ELLIS,

174, Queen's Road Central, 1st Floor,

Sole Agent for R. M. RICHFORD of London.  
Hongkong, 24th March, 1904.

## Intimations.

## THE YOKOHAMA DOCK CO., LTD.

## No. 1 DOCK.

Length inside, 514ft. Width of  
entrance, top 95 ft.; bottom 75 ft.  
Water on blocks, 27.5 ft. Time to  
pump out, 4 hours.

## No. 2 DOCK.

Length inside, 375 ft. Width of  
entrance, top 80.5 ft.; bottom 45.8  
ft. Water on blocks, 26.5 ft. Time  
to pump out, 2 hours.

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of  
Captains and Engineers is respectfully called to the advantages offered for Dock-  
ing and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work,  
and a large stock of material is always at hand, (plates and angles all being tested by  
Lloyds' surveyors).

Two powerful Twin Screw Towboats are available for taking Vessels in or out of  
Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable  
of lifting 35 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge  
Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be  
guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that  
of any port in the world.

Telephone: Works, No. 506; General, No. 376.

Telegrams, "Dock, Yokohama," Codes A. I. and A. B. C. (4th).

Yokohama, May 11th, 1903.

[G]

## HOTEL CRAIGIEBURN,

PLUNKET'S GAP, the PEAK, near the TRAM TERMINUS, Tel. 56.

For Terms, &c., apply to the

MANAGER.

Hongkong, 2nd July, 1900.

[32]

## CHINESE IMPERIAL GOVERNMENT

7 PER CENT SILVER LOAN

OF 1886, E.

35TH HALF-YEARLY DRAWING.

INTEREST DUE AND DRAWN BONDS of

THIS LOAN will be PAYABLE at the

OFFICES of the CORPORATION on or after the

31st March, 1904.

LIST OF DRAWN BONDS can be obtained

on application to the Undersigned.

For the HONGKONG AND SHANGHAI

BANKING CORPORATION,

Agents issuing the Loan,

J. R. M. SMITH,

Chief Manager.

Hongkong, 30th March, 1904.

[45]

## WANTED.

SHORTHAND CLERKS and TYPE-

WRITERS, must know the "UP-TO-

DATE" system.

Address:—

"R,"

C/o The Hongkong Telegraph.

Hongkong, 28th March, 1904.

[44]

## POSITION WANTED.

YOUNG ENGLISHMAN,

at present in Japan,

is desirous of obtaining a position in a Mercan-

tile Firm in Hongkong.

Advertiser has had considerable experience in

SHIPPING, GENERAL OFFICE WORK,

AND

COMMERCIAL CORRESPONDENCE.

Can furnish good references.

Apply, in first instance, to

"G,"

Gave this paper.

Hongkong, 28th March, 1904.

[43]

## WINDSOR GARDEN

AND RESTAURANT,

WONG-NEI-CHONG ROAD,

(HAPPY VALLEY),

Past the Race-Course.

UNDER EUROPEAN MANAGEMENT.

MEALS AND REFRESHMENTS

are served in style at reasonable prices,

and the

Attendance will be found satisfactory.

PARTIES' DINNERS, PICNICS, &c.,

can always be arranged for through the

Manager.

The Scenery of and the View from the

Garden would be hard to beat, and many

customers have called it the loveliest spot in



## RUSSIA'S FORLORN HOPE.

CAN THE NAUTIC FLEET REACH THE FAR EAST?

The report that the Russian Baltic fleet is starting in real earnest for the Far East must raise the question: What chance this force has of arriving off Port Arthur? To give the answer, it is necessary to know the composition of the fleet, which is reported to be as follows:—

Battleship *mod* in Alexander III.  
Battleships, older types, *Navarin*, *Sissoi*, *Alexander II*.  
Old armoured cruisers, *Nachmov*, *Pamiat Azova*.  
Other cruisers, *Svetlana*, *Rynda*, *Kornilov*.  
On the way out these ships will pick up the small cruiser *Almaz*, fitted with a superb banquet room for Admiral Alexeieff, which was last reported at Algiers; the *Oslabya*, *Dmitri Donskoi*, *Aurora*, four torpedo-boats, and six destroyers. It will then be composed of the battleships (two modern) and eight cruisers, to say nothing of the torpedo vessels.

On paper, then, it is a formidable fleet. But the first difficulty is to get out, as Russia has no coaling stations whatever on the line of route to the Pacific. There is a clear gap of 13,070 miles between Kronstadt and Port Arthur, which must be bridged in some way.

EMPTY BUNKERS.  
The supply of coal carried in the Russian ship's bunkers is, it need scarcely be said, altogether inadequate. The *Navarin* is known as a great consumer of fuel and a very bad steamer; her radius with full bunkers does not now in all probability exceed 3,000 miles. The *Sissoi*, though a better seaboat, has a very short allowance of coal, and is not good for any great distance. The *Alexander II* has an endurance of about 3,000 miles, since she has a very old type of engine.

The *Rynda* is worst of all, though she is rigged and may perhaps be able to use sailpower. But her coal supply will not take her more than 2,500 miles.

The problem which faces the Russian Admiralty is therefore a very grave one. If the ordinary route of Russian ships is followed, the following are the distances in sea-miles, according to the German tables:

Kronstadt to Kiel, 800 miles.  
Kiel to Cuxhaven (using the canal, and assuming Germany violates her neutrality), 70 miles.  
Cuxhaven to Algiers, 2,000.  
Algiers to Port Said, 1,500.  
Port Said to Suez, through the Suez Canal, 87.  
Suez to Aden or Jibouti, 1,320.  
Aden or Jibouti to Colombo, 2,100.  
Colombo to Saigon, 2,115.  
Saigon to Port Arthur, 2,200.

It will be observed that the ships with a supply only sufficient for 2,500 miles may be hard put to it to cover the gaps between some of the stations, even if they are given coal everywhere. They are certain to arrive with empty bunkers in the neighbourhood of the scene of war.

THE POSITION OF NEUTRALS.  
But they cannot be given coal. In view of the fact that England was mulcted to the extent of over £3,000,000 for supplying the Confederate cruisers during the American Civil War with fuel among other offences and that this award was made by an international court, all the Powers are likely to exercise great caution in allowing the Russians to coal.

By the terms of our proclamation of neutrality, no belligerent ship can be permitted to receive more coal in a British coaling station than is sufficient to take her back to the nearest port in her own country. That is to say, before she was allowed to coal at any British coaling station, the belligerent ship would have to give an undertaking that she was only shipping as much coal as was needed to convey her home, and that she would proceed home. Attempts to evade this regulation by coaling now at the coaling station of one Power, now at that of another, would have to be met by a frank refusal in coal the ship.

It is a rule very overthrown, if there were any departure from it, there would be nothing to prevent the Japanese fleet, after finishing off the Russians in the Far East, from proceeding west and meeting the Russians at any selected point. In that case, with fourteen powerful Japanese armoured ships against a scratch lot of seven armoured ships, half of them obsolete, the destruction of one Russian fleet would be a moral certainty.

SOMEONE'S GREAT ERROR.  
There is one other possibility which has to be faced. The Russians may take coarser with them, and attempt to coal either at sea or at the islands which abound in the Eastern seas. But here their difficulty will be the gap between Jibouti or Aden and Sumatra, a stretch of water where all the small islands belong to England, and where there are none but British coaling stations. This gap is just over 3,000 miles, and it would seem that the coal supply of the Russian ships is too small to carry them across it.

Once past Singapore or Saigon the danger to the Russians will be very great indeed. The Japanese chain of positions comes as far south as Formosa, where their ships will be able, if they like, to wait for the Russians with the immense advantage of full bunkers and friendly ports under their lee. With their great advantage in speed, and the fact that they will have clean hulls and clear tubes, they must have a superiority of from three to four knots in speed, and will be able to play round the Russian fleet. In fact, the despatch of that force appears to be an error of judgment on the part of someone at St. Petersburg to the full as great as the blunder which stationed the *Varyag* at Chemulpo to her certain destruction. One cannot but feel deep sympathy with the gallant officers and men who are sent on such an errand—if they ever are sent.

The whole voyage up the Chinese coast, from Formosa to Port Arthur or Vladivostok, opposing the Russians are not attacked in the Formosa Straits, will be made within easy reach of the Japanese coast; while grave dangers from mines and torpedoes will have to be confronted as the fleet nears its goal.

As for its fighting power, it must be remembered that the guns in most of the ships are of old pattern; the armour of an obsolete type; the engines in none too good order; and that the crews must be indifferent in quality and composed largely of untrained men. Under the most favourable circumstances, it cannot near Port Arthur before the close of April, and very much may have happened by then.—*C. J. de la Harpe*.

## Intimations.

## The ROBINSON PIANO Co., Ltd.



Hongkong, Shanghai, and Singapore.

Hongkong, 29th March, 1904.

[39]

## Auctions.

## GOVERNMENT NOTIFICATION.

PARTICULARS AND CONDITIONS of the letting by Public Auction Sale, to be held on TUESDAY, the 5th day of April, 1904, at 3 P.M., at the Office of the Public Works Department, by Order of His Excellency the Officer Administering the Government, of One Lot of CROWN LAND, at Bonham Road in the Colony of Hongkong, for a term of 75 Years, with the option of renewal at a CROWN RENT to be fixed by the Surveyor of His Majesty the KING, for one further term of 75 years.

## PARTICULARS OF THE LOT.

No. of Sale.	Locality.	Boundary Measurements.	Contents in Square Feet.	Annual Rent.	Upset Price.
1	Bonham Road	35.6 118 56 31.6 3000 34 1300			

Hongkong, 26th March, 1904.

[425]

## GOVERNMENT NOTIFICATION.

PARTICULARS AND CONDITIONS of the letting by Public Auction Sale, to be held on TUESDAY, the 5th day of April, 1904, at 3 P.M., at the Office of the Public Works Department, by Order of His Excellency the Officer Administering the Government, of One Lot of CROWN LAND, at Lai Chi Kok, in the New Territory of Hongkong, for a term of 75 Years, with the option of renewal at a CROWN RENT to be fixed by the Surveyor of His Majesty the KING, for the rest of the term of lease from China or for one further term of 75 years if competent for the Government so to make it.

## PARTICULARS OF THE LOT.

No. of Sale.	Locality.	Boundary Measurements.	Contents in Square Feet.	Annual Rent.	Upset Price.
1	Lai Chi Kok	314 700 65 816	34,000	200	10,375

Hongkong, 26th March, 1904.

[426]

## To be Let.

## TO LET.

"CRAGSIDE," BARKER ROAD, PRAK.  
For Particulars, apply to—  
MURRAY STEWART,  
11, Beaconsfield Arcade.  
Hongkong, 30th March, 1904. [455]

## TO LET.

A HOUSE in KNUXTFORD TERRACE.  
Apply to—  
THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.  
Hongkong, 28th March, 1904. [439]

## TO LET.

NO. 1, STEWART TERRACE, THE PEAK.  
Apply to—  
THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.  
Hongkong, 26th March, 1904. [436]

## TO LET.

A SMALL OFFICE, in Central of DES VŒUX ROAD.  
Apply to—  
"B. C."  
C/o Hongkong Telegraph.  
Hongkong, 15th March, 1904. [379]

## TO LET.

NO. 6, BARROW TERRACE, KOWLOON.  
Available 1st March.  
Apply to—  
THE SAM WANG CO., LD.  
Hongkong, 5th February, 1904. [318]

**SAVARESSE'S SANDAL CAPSULES**  
Full directions. All Chemists. Sole on Savarasse's.

## THE BUSINESS TRAINING COLLEGE.

It is not a School or a Class; you come at any time you like between 8 o'clock A.M. and 10 o'clock P.M. daily except—  
SATURDAYS, 8 to 10 o'clock only;  
SUNDAYS, 10 to 1 o'clock only.

LECTURES FREE at 4 to 6 and 10 to 8 P.M.  
SUNDAY LECTURES, 11 o'clock.

These Lectures will be given on "SHORT-HAND," showing the ease with which the "UP-TO-DATE" System may be learned; never to be forgotten, and its reliability and charm to read and transcribe. All are invited, Ladies especially.

Notes.—On and after the 1st of May next, the Fees for Shorthand will be considerably increased. The object for fixing the absurdly low price of \$50 is to ensure a large number of Pupils at once.

PRINCIPAL: WARWICK PEELE, (Late Special Reporter, British Houses Lords, Commons, and High Courts).  
Each department is conducted by a competent master.

TYPEWRITING—Blind Touch System.  
BOOKKEEPING—Double Entry.

LESSONS on "QUICK AT FIGURING"—New rules, adding backwards, new additions, amusing arithmetic, measuring for all trades, calculations for all branches of business.

LESSONS on FAULTS in SPEAKING AND WRITING—Vulgisms, misapplied words, pleonasm, &c.

LESSONS on MEMORY TRAINING—Special methods adopted by many Professors.

LESSONS on MANNERS, BUSINESS, and SOCIAL DEPARTMENT.

LANGUAGES AND TRANSLATIONS—ENGLISH, CHINESE, JAPANESE, RUSSIAN, INDIAN TONGUES, MALAY, SPANISH, PORTUGUESE, FRENCH, and GERMAN.

TERMS on APPLICATION.  
Circulars and Press opinions free—write "The Secretary."

BUSINESS TRAINING COLLEGE, Watkin's Buildings, (Near G. P. O.) HONGKONG. (P. O. Box 343). Hongkong, 25th March, 1904. [421]

## THE HONGKONG STUDIO.

HIGHER CLASS PHOTOGRAPHER, 41 & 43, QUEEN'S ROAD CENTRAL, TOP FLOOR.

PORTRAITS, GROUPS and ENLARGING and COPYING in all Sizes.

LARGE SELECTION OF VIEWS ALWAYS ON HAND.

PRICE VERY MODERATE. Hongkong, 15th September, 1903. [1]

## MEE CHEUNG,

PHOTOGRAPHER,  
TOP FLOOR OF ICE HOUSE, 100, Ice-House Road.

IS now in a position, in his new and complete new Presses, in eclipse, as heretofore, ALL PHOTOGRAPHIC ART PRACTISED in the Colony or in any part of the Far East. GROUPS and VIEWS.

## THE AMERICAN SYSTEM OF DENTISTRY.

DR. M. H. CHAUN,  
27, DES VŒUX ROAD CENTRAL, HONGKONG, From the University of Pennsylvania, U.S.A. Hongkong, 2nd January, 1904. [18]

## DENTISTRY.

SUI SANG,  
(Lately Practising with Dr. I. SAKATA),  
DENTIST,  
No. 26, Connaught Road Central.  
Hongkong, 6th February, 1904. [57]

## TSU FAN DENTIST.

PRICE MODERATE—CONSULTATION FREE.  
Next to the Hongkong Dispensary, 50, Queen's Road, Central.  
Hongkong, 5th January, 1904. [56]

## AN APPEAL.

THE SUPERIORESS of the ITALIAN CONVENT, CAINE ROAD, begs most respectfully to APPEAL to the Residents of Hongkong and the Coast Ports, for their kind patronage and support, and desires to state that she will be pleased to receive orders for all kinds of NEEDLE WORK.

Gentlemen's Shirts made to order, and Collars and Cuffs renewed on old ones.

Ladies and Children's Under-clothing, Children's Dresses, and all kinds of Embroidery. Materials can be supplied, if required.

The Superiores will also be most grateful for any PAPER, or old ENVELOPES to be made into Books for the Children of the Poor Schools, who are taught by the Sisters.

Hongkong, 22nd April, 1904.

## Intimations.

## OF THE MULTITUDES

who have used it, or are now using it, we have never heard of any one who has been disappointed in it. No claims are made for it except those which are amply justified by experience. In commending it to the afflicted, we simply point to its record. It is done great things, and it is certain to continue the excellent work. There is—we may honestly affirm—no medicine which can be used with greater and more reasonable faith and confidence. It nourishes and keeps up the strength during those periods when the appetite fails and food cannot be digested. To guard against imitations and substitutions, our "trade mark" is put on every bottle of "Wampole's Preparation," and without it none is genuine. It is palatable as honey and contains the nutritive and curative properties of Pure Cod Liver Oil, extracted by us from fresh cod livers, combined with the Compound Syrup of Hypophosphites and the Extracts of Malt and Wild Cherry. Taken before meals it creates an appetite, aids digestion, renews vital power, drives out disease germs, makes the blood rich, red and full of constructive elements, and gives back to the pleasures and labours of the world many who had abandoned hope. Dr. S. H. McCoy, of Canada, says: "I testify with pleasure to its unlimited usefulness as a tissue builder." Its curative powers can always be relied upon. It makes a new era in medicine. It is beneficial from the first dose and represents effective medical treatment of the twentieth century. "You can trust it as the Ivy does the Oak." One bottle convinces. Watch carefully against imitations. At all chemists here and throughout the world.

## LEVY HERMANOS.

DIAMOND MERCHANTS, JEWELLERS and WATCHMAKERS.

EASTMAN'S KODAKS and FILMS.

Sole Agents for "OMEGA" WATCHES. "OMEGA" is the best, "THREE YEARS" guarantee given to every purchaser.

40, QUEEN'S ROAD, Watson's Building.

## NOTICE.

THE Public are hereby informed that no change has been made in the Rates of Subscription to the *Hongkong Telegraph* and they are warned against paying more than TEN CENTS (10 cts.) per Single Copy.

THE MANAGER, *Hongkong Telegraph Co., Ltd.* Hongkong, 30th September, 1903.

## Consignees.

NORDDEUTSCHER LLOYD, BREMEN. IMPERIAL GERMAN MAIL LINE.

## NOTICE TO CONSIGNEES.

## THE Steamship

"PRINZ HEINRICH," of the NORDDEUTSCHER LLOYD, having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, whence delivery may be obtained.

Optional Cargo will be forwarded under notice to the contrary be given before 5 P.M. TO-DAY.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 6th April, will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on WEDNESDAY, the 6th April, at 9.30 A.M.

All Claims must reach us before MONDAY, the 11th April, or they will not be recognized.

No Fire Insurance will be effected. Bills of Lading will be countersigned by the Undersigned.

NORDDEUTSCHER LLOYD, MELCHERS & CO., Agents.

Hongkong, 30th March, 1904. [1]

"BARBER" LINE OF STEAMERS.

## NOTICE TO CONSIGNEES.

THE STEAMSHIP "SHIMOSA," FROM NEW YORK.

CONSIGNEES of Cargo are hereby informed that Cargo ex the above Steamer arrived per *Chonan* from Manila to day. All Goods have been landed at their risk into Messrs. Butterfield & Swire's Wan-hai Godowns, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 2nd proximo, will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 4th proximo, or they will not be recognized.

No Fire Insurance has been effected. Bills of Lading will be countersigned by DODWELL & CO., LIMITED, Agents.

Hongkong, 26th March, 1904. [440]

PACIFIC MAIL STEAMSHIP COMPANY.

## NOTICE.

CONSIGNEES of CARGO per Steamship "CHINA,"

The above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature, and to take immediate delivery of their Goods from alongside.

Cargo impeding discharge and undelivered by THURSDAY, the 31st instant, at 10 A.M., will be landed and stored at Consignees' risk and expense.

No Fire Insurance will be effected. E. W. TILDEN, Agent.

Hongkong, 26th March, 1904. [1]

## Consignees.

## NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG AND SINGAPORE.

## THE Steamship

## "LIGHTNING,"

having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge will be landed at once, at Consignees' risk and expense.

Cargo remaining on board after the 31st instant, at 4 P.M., will be landed at Consignees' risk and expense into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited.

Consignees of Cargo from SINGAPORE and PENANG are requested to take IMMEDIATE DELIVERY of their Goods from alongside; such Cargo impeding the discharge of the vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance will be effected. Bills of Lading will be countersigned by DAVID SASSOON & CO., LIMITED, Agents.

Hongkong, 28th March, 1904. [444]

## NOTICE TO CONSIGNEES.

"GLEN" LINE OF STEAMERS.

FROM MIDDLESBRO, LONDON, AND STRAITS.

THE Steamship

"GLENARTNEY,"

having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

Goods not cleared by the 5th proximo will be subject to rent.

No Fire Insurance will be effected. All damaged packages must be left in the Godowns, and a certificate of the damage obtained from the Godown Company within ten days after the steamer's arrival, after which no claims will be recognized.

MCGREGOR BROS. & GOW, Hongkong, 29th March, 1904. [446]

## NOTICE TO CONSIGNEES.

"GLEN" LINE OF STEAMERS.

FROM MIDDLEBOROUGH, ANTWERP, LONDON AND STRAITS.

THE Steamship

"GLEN TURRET,"

having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

Goods not cleared by the 2nd prox. will be subject to rent.

No Fire Insurance will be effected. All damaged packages must be left in the Godowns, and a certificate of the damage obtained from the Godown Company within ten days after the steamer's arrival, after which no claims will be recognized.

MCGREGOR BROS. & GOW, Hongkong, 26th March, 1904. [432]

## NOTICE TO CONSIGNEES.

CONSIGNEES of Cargo per S.S. "GLEN TURRET" are hereby notified that owing to the steamer having been on fire during the voyage, a GENERAL AVERAGE BOND must be SIGNED, and 20% of the value of the Cargo deposited with the undersigned before delivery can be obtained.

MCGREGOR BROS. & GOW, Hongkong, 26th March, 1904. [433]

## NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship

"BENGAL,"

FROM BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo:—  
From London, &c., ex S.S. *China*, *Nubia*, and *Macedonia*.  
From Australia, ex S.S. *Arcadia*.  
From Calcutta, ex S.S. *Sardinia*.  
From Persian Gulf, &c., ex B. I. S. N. and B. & P. S. N. Co.'s Steamers.

Optional Goods will be landed here unless instructions are given to the contrary before 5 P.M. TO-DAY.

Goods not cleared by the 31st instant, at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged Packages must be left in the Godowns for examination by the Consignees and the Company's representative at an appointed hour.

All Claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognized.

No Claims will be admitted after the Goods have left the Godowns.

E. A. HEWETT, Superintendent.

Hongkong, 25th March, 1904. [1]

## NOTICE TO CONSIGNEES.

FROM MIDDLESBOROUGH, LONDON AND STRAITS.

THE Steamship

"MONMOUTHSHIRE,"

Captain H. N. Vyvyan, having arrived from the above ports, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited at Kowloon and stored at Consignees' risk and expense.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 1st prox. will be subject to rent.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 31st inst., at 2.30 P.M.

No Fire Insurance has been effected. Bills of Lading will be countersigned by SHEWAN, TOMES & CO., General Agents.

Hongkong, 26th March, 1904. [431]

## Mails.

## COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS-POSTE FRANCAIS.

## NOTICE



# CONTINUATIONS.



## WATSON'S TOILET PREPARATIONS

### WATSON'S GLYCERINE AND CAR-

BOLIC SOAPS effect a saving of 50% owing to the large size of the tablets. They are made of the purest ingredients and are elegantly put up. Our Carbolic Dog Soap is the best thing of its kind in the market.

### WATSON'S TAI YEUK FONG HAIR

WASH prepared from a recipe of the late Dr. Ayres, continues to give much satisfaction to those who use it.

### WATSON'S ORIENTAL DENTI-

FRICK. In the early days of the Colony the public used no other. Liquid dentifrices do not keep the teeth white and clean. We recommend the above preparation to all, and especially to those who are heavy smokers.

## A. S. WATSON & Co., LIMITED.

### THE HONGKONG DISPENSARY.

### MANUFACTURING CHEMISTS.

ESTABLISHED 1841.

Hongkong, 26th March, 1904.

TELEPHONE NO. 255.  
CABLE ADDRESS: "ACHEE," HONGKONG  
A. B. C. CODE, 4TH EDITION

ESTABLISHED 1859

## A CHEE & CO., 祥利廣 17, QUEEN'S ROAD.

## FURNITURE DEALERS.

DRAWING-ROOM,  
DINING-ROOM,  
and BED-ROOM  
FURNITURE.

ELECTRO-PLATED,  
GLASS, and  
CHINA WARES.  
PASTEUR'S MICROBE-PROOF  
FILTERS,  
ROCHESTER LAMPS,  
WHITE TURKISH TOWELS,  
COUNTERPANES.

COOKING RANGES,  
KITCHEN UTENSILS, and  
HOUSEHOLD REQUISITES.

## PHOTOGRAPHIC DEPARTMENT.

DEVELOPING and PRINTING  
UNDERTAKEN for AMATEURS.  
GOOD WORK.  
PROMPT RETURN.

Hongkong, 8th January, 1904.

## CARMICHAEL AND CLARKE,

CONSULTING ENGINEERS AND  
SHIPBUILDERS,  
SURVEYORS AND CONTRACTORS.

REPAIRS PROMPTLY ATTENDED TO.

TELEGRAMS: "CARMICHAEL," Hongkong.

A. B. C. Code, 4th Edition.

A. Code.

Lieber's Standard Code.

TELEPHONE, 232.

Hongkong, 26th March, 1903.

All communications intended for publication in the "HONGKONG TELEGRAPH" should be addressed to The Editor, 1, Ice House Road, and should be accompanied by the Writer's Name and Address.

Ordinary business communications should be addressed to The Manager.

The Editor will not undertake to be responsible for any rejected MS., nor to return any Contribution.

### SUBSCRIPTION RATES (IN ADVANCE).

DAILY—\$30 per annum.

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The postage on the weekly issue to any part of the world is 30 cents per quarter.

Single Copies Daily, ten cents; Weekly, twenty-five cents.

### DEATH.

At Mayfield, Penang, on 24th inst., V. H. S. CHARLWOOD.

## The Hongkong Telegraph

HONGKONG, THURSDAY, MARCH 31, 1904.

### LOCAL AND GENERAL.

SIR John Anderson has left London for Singapore.

TO-MORROW being Good Friday there will be no issue of the *Hongkong Telegraph*.

THE English mail of the 27th February was delivered in London on the 26th inst.

A PLAGUE body was found dumped on vacant ground near the building yard at Mongkok, during the day ended at noon yesterday.

HIS Honour Mr. T. Sercombe Smith sat in the Supreme Court as acting Puisne Judge this morning and disposed of a number of cases in summary jurisdiction.

LIKE all belligerents in all ages, Admiral Alexieff declares that Russia's cause is just and will be upheld by Heaven. History is strewn with the irony of such phrases.—*Telegraph*.

THE Hon. Treasurer of the Alice Memorial and Nethersole Hospitals begs to acknowledge with thanks the following donation to the funds of the Hospitals:—

D. MacDonald ..... \$25

AS to the Christianity of Japan, just look at the Imperial Arms of Russia as a revealing piece of symbolism. What do you see? Two devouring eagles' heads to supply a single stomach? Could there be a fuller confession of greed?—*Truth*.

THE French steamer *Admiral Gueydon*, which arrived at Suez on 27th ult. towed by the tug *Nara*, was ashore near Perim for a considerable time, and will probably undergo repairs at Suez. This vessel sailed from Perim on the 17th instant to Marseilles.

THE Admiralty is arranging for the building of a number of river gunboats for the China station. This is being done in compliance with Sir Ernest Satow's insistence upon the need for the better protection of British trade interests in Chinese waters.

A SPECIAL cablegram to the *Indian Daily Telegraph* says:—The New Zealand town of Opoitiki has been submerged and the inhabitants have fled aboard ships in the Bay. Opoitiki is 170 miles S.E. from Auckland city, and lies in the angle formed by the Otara and Waioeka, over which is a trestle bridge 340 feet long. The population numbers about 1,000 people.

AT the instance of the New York Export and Import Co. an application was made by Mr. E. J. Gris, before the Chief Justice this morning, for adjudication on the estate of C. E. LeMay, who was stated to have left the Colony and to have suffered execution to be levied against him by the seizure of his goods. The assets were stated to be about \$3,000. The Chief Justice made an order.

A London telegram of the 21st inst. reports that the transport *Assaye*, bound bound for Bombay, collided with the Transatlantic steamer *New York* during a fog in the Solent. The *Assaye* had to return to Southampton with her bows badly damaged. Another transport replaces her. The *Dumbarton Castle* will take to their destination the troops from the *Assaye*. They showed admirable discipline during the collision.

THERE are four infirmities of which the Census of India has taken note during the last two decades—unsoundness of mind, deafness, blindness and leprosy. The first thing that strikes one about the result of the latest enumeration is that there has at each of the last three censuses been a decline in the number of people suffering from each of them. In 1881, there were 937,003 persons afflicted by one or other of these diseases; in 1891 the total was 856,252; and in 1901 it was only 670,817. The diminution is more apparent in some of the diseases than in others; but it has been very marked with regard to the whole of them.

THE official memorandum on the Sugar-cane Crop of India was issued on the 6th inst., and places the probable total output of raw sugar in the five reporting provinces at 1,899,850 tons against 2,046,680 last year.

THE heats for the Victoria Recreation Club 100, 120, 220 and 440 yds. flat races and the 120 yards hurdle race will be run on Saturday at 3 p.m. Finals to take place at the sports on Easter Monday.

By kind permission of Lt.-Col. Fremonger and officers, the Band of the 93rd Burma Infantry will play the following programme of music, at the King Edward Hotel, during dinner, on Friday, the 1st April, (weather permitting).

March—“The Washington Post”  
Overture—“The Girl of the Year”  
Selection—“The Girl of the Year”  
Song—“An der Weser”  
Selection—“Reminiscences of Scotland”  
Valse—“Blue”  
Cake Walk—“Jolly Negroes”  
God save the King.

THE Americans intend putting up a lighthouse on Taganac Island. This would certainly be a capital thing for Sandakan, but it is hard to see wherein it would pay the Americans to put a light so close to the Borneo coast, for Taganac is only 16 miles from Sandakan. It may be that nothing will come of it, or it may have something to do with the claim made to the Island of Taganac by the Americans. Shipping here will not mind much so long as a light is put there, for it is a thing that has been agitated for some years now, writes a correspondent to the *S. P. Press*.

THE London correspondent of *The Asian* gives the following amusing description of things as they are at the War Office, at present:—Pall Mall is in a state bordering on frenzy in some cases and nervous collapse in others at the spring cleaning which is going on there, with Mr. Arnold-Forster behind the broom. The War Office Commission has not been in vain. The Government has been most keenly impressed by the reports of their agents as to the feeling in the constituencies about the condition of the Army. Time is short and Ministerial life is now earnest. Everybody is being shaken up, and old officials are rubbing their eyes and asking themselves whether it really is the War Office or a bad dream. There is an ugly thought that at the present rate of “drive” Pall Mall will be like an American newspaper office before long—with the danger of having to “get” at the briefest notice. Our good stolid military officials can stand firm, but they resent the thought of being “shot out,” as the phrase goes.

THE National Anthem which the bands of the Russian cruisers played as they sank at Chemulpho is the only national hymn which was adopted as such by open competition. Until the time of the Emperor Nicholas the Russian, but Nicholas determined to institute a genuine and native Russian anthem. He announced a competition, open to all musicians, for an original national hymn. A musical committee reduced the thousands of entries to two, and between these, the works of Glinka and Lvoeff, the Czar himself decided. The highly martial character with the drums and trumpets of Lvoeff's composition won the Imperial verdict, and it was decreed as henceforth the Russian National Anthem. Chemulpho is not the first battle-ground where the Russian National Anthem has been played with effect. The great Skobloff used music with success time after time. At Plevna, when the repeated Russian attacks had failed, the men were so disheartened that he feared to order yet another assault. Then Skobloff's wandering eyes lit on the bands of the Imperial Guard. He massed them together, and as the strains of the national hymn burst over the stricken field the soldiers felt the blood flow more quickly in their veins. They pulled themselves together, and, inspired by the music, swept over the entrenchments and took Plevna. Henceforward in the campaign Skobloff used the regimental bands for all they were worth.—*Ex.*

### CAMPBELL, MOORE & CO., LTD.

#### ANNUAL MEETING.

The eighteenth ordinary annual meeting of shareholders in Campbell, Moore & Co., Ltd., was held at the offices of the company at noon to-day. There were present Messrs. J. W. Osborne (in the chair), and V. P. Musso di Pirata (directors), M. A. A. Souza (secretary), G. Murray Bain, J. P. Madar, G. H. Potts, G. Badolo, and A. O'D. Goardin.

The notice convening the meeting having been read,

The Chairman said:—Gentlemen, the report and accounts having been in your hands for some time, with your permission, I will take them as read. There is nothing for me to say in relation to the report and accounts which are set forth so clearly, although for the benefit of shareholders I might remark that so far this year the business of the company is in a healthy condition, and we hope it will continue as at present and that when we come before you at the end of this year it will be with as good a report as we now have. Before moving the adoption of the report and accounts I shall be pleased to answer any questions which shareholders may wish to put.

There being no questions the chairman proposed the adoption of the reports and accounts.

Mr. G. Murray Bain seconded, and the motion was carried.

On the proposition of Mr. Musso di Pirata seconded by Mr. Potts, Mr. A. O'D. Goardin was re-elected auditor.

The Chairman:—That is all the business, gentlemen. Thank you for your attendance. Dividend warrants will be ready to-morrow.

### KOWLOON BOWLING GREEN CLUB.

The result of the first round in the Neish Bowls competitions was as follows:—

“A” COMPETITION.—G. R. Edwards beat J. W. Robertson, Jas. Ramsay beat J. Macdonald, W. Deas beat D. Gow, J. Galt beat J. Henderson, J. R. Wilson beat A. Milroy, J. Parkes beat A. Kinross, J. Kyles beat J. Walker.

“B” COMPETITION.—J. Ramsay beat J. Walker, C. W. Alexander beat G. R. Edwards, J. Kyles beat A. Milroy, W. Deas beat J. Parkes, J. Henderson beat W. Ramsay, D. Gow beat J. Macdonald, J. Galt beat J. W. Robertson.

The drawings for the second and third rounds are:—

“A” COMPETITION (2nd Round).—W. Deas v. W. P. Insay  
3rd Round.—J. Galt v. J. P. Wilson, E. W. Alexander v. J. Wilkie v. J. Kyles, W. Deas v. W. Ramsay v. G. R. Edwards, and J. Parkes v. J. Ramsay.

“B” COMPETITION (2nd Round).—C. W. Alexander v. J. R. Wilson.

3rd Round.—J. Henderson v. J. Wilkie or A. Kinross, D. Gow v. J. Ramsay, C. W. Alexander or J. R. Wilson v. W. Deas, and J. Galt v. J. Kyles.

The second and third rounds to be played off by the end of April.

### CAN RUSSIA MOVE HER ARMY?

#### AND CAN SHE MOVE IT IN TIME?

The Japanese fleet having cleared the sea for the transport of the Japanese army, and that army having landed in immense force in Korea, the problem of Japan's success on land depends on the answer to the questions: Can Russia move her army overland to the Far East, and can she keep it supplied when it has been concentrated on the Far Eastern frontier?

The Russian force now in the Far East is known fairly accurately. It mustered in mid-January 150,000 men and 266 guns, but it had to accomplish the following task:

1. To guard the railway for the whole distance inside the Chinese frontier, 1,200 miles.  
2. To garrison the fortresses of Port Arthur and Vladivostok and the works on the Liaoting Peninsula, which must be kept strongly manned in view of the activity of the Japanese fleet.

3. To provide the field army, now being massed upon the Yalu.

Reinforcements have been sent since mid-January to the extent, at the very outside, of 50,000 men. That would give Russia an available field force of under 100,000 men.

#### TEN TRAINS A DAY.

Unless this army can be further and heavily reinforced, it has little chance of success against the Japanese, whose field army alone numbers 260,000 men, so that the Japanese could without difficulty place forces equal to the Russian army on the Yalu on either side of that army, and attack it simultaneously from Korea and Newchwang.

Everything then depends on the reinforcements which can be sent from Russia in Europe. According to Russian statements, troops can be forwarded over the Siberian Railway at the rate of 4,000 men per day, or 120,000 per month, the journey being accomplished in about a fortnight.

This, however, is an absurdly optimistic calculation, because it takes no account of the supplies and stores which must be forwarded day after day, to keep the army already in the Far East in fighting trim.

The movement of a British division requires thirty-eight trains of twenty-five carriages, or, taking an average of all arms, 300 men with guns, stores, and horses can be moved in each train. If we allow 400 men for each Russian train—as the Russian army takes the field with less baggage and encumbrances—the movement of 4,000 men would require ten trains a day.

#### THE SIBERIAN RAILWAY.

There is some dispute as to the capacity of the Siberian Railway, but the usual estimate of fourteen trains a day might be nearer the truth in the summer, and when there are no hindrances to traffic. If, then, 4,000 men were daily proceeding east, that would leave only four trains for the work of carrying rail for the ships to the further end of the line, keeping the locomotives of a force which was slowly rising day by day from 150,000 to 250,000 men.

For this four trains would be utterly inadequate, it is doubtful if more than one or two troop trains daily, if so many, could be intercalated between the supply and coal-trains going east. Much depends, of course, on the amount of supplies collected by the Russians on the spot before the war, but in view of the discovery made at Port Arthur a month before hostilities began that the proper quantities of food, forage, and provisions were not forthcoming, it is not probable that these supplies will last for long.

So far it has been assumed that the trains were moving in summer under the best conditions, and that there is no ice, no broken bridges, no interruptions of any kind to traffic. There are, however, very formidable obstacles to be faced by the Russians, so formidable that the movement of troops seems to be almost out of the question, and the problem to be faced by the Russian General Staff is the far graver one—how are the troops already in the Far East to be kept supplied with food and ammunition?

#### LAKE BAIKAL.

The great obstacle to the rapid movement of trains is Lake Baikal, over which the first train is reported to have passed this week. As is well known, the lake freezes to the depth of 3 ft. When the frosts bring a passage is ploughed through the ice by a powerful ice-breaker, on which the train is bodily embarked. But after a time the ice-breaker fails to cut through the ice, and there is no means of moving trains across the lake.

Communication between Russia and the Far East is thus broken at Lake Baikal during the

winter; troops, stores, and guns have to be detained, taken across the ice in sledges, and re-entrained on the further shore.

The sledge journey is not without perils, as fissures open up in the ice, and the lake is subject to earthquake shocks which break the ice in a moment in all directions. It is also slow, involving a great waste of time. As it is vital for the Russians to open quicker and easier communication with the Far East, they are now building a railway across the ice, over which stores and guns will be conveyed, though troops will detain and march, as the risk of the railway journey is considered too great for them.

Much depends on the success of the railway, but its failure is quite probable, though one cannot but admire the Russian engineers for their daring in attempting such an experiment.

#### IN MANCHURIA.

Once across the lake Manchuria is speedily entered. Here there will be danger at every bridge and culvert from Chinese bandits and Japanese emissaries. There have already been reports that mines have been found under bridges, and that the line has been in places destroyed. These reports are intrinsically probable, though of what is happening in the interior we shall not be permitted to hear anything from Russian sources, and so these tales can rest on nothing but guess work. But arrangements are known to have been made for breaking the bridges.

Allowing for Lake Baikal, but not for the breaking of bridges the calculations of the Japanese staff are that from four to six trains a day can be moved in each direction. When the ice begins to melt on Baikal, in the early spring, the number of trains each way is expected to fall to two. What interruption to traffic may be caused by the breaking of bridges it is impossible to say. But in the zone in which it is likely to occur, Manchuria, the line is well laid, and can move fourteen trains a day, so that arrears caused by interruption of traffic ought to be quickly overtaken.

It would thus appear that the serious obstacles in Russia's way are (1) the distance, which is immense, (2) the interruption at Lake Baikal. Temporary destruction of culverts and bridges in Manchuria may add considerably to the delay caused by these stupendous impediments.

Enough has been said here to show that it is preposterous to suppose that Russia will be able to move half a million or one million men to the Far East, or to overwhelm Japan “by her irresistible mass.” If the Japanese, like the Boers, sit still and merely waited, there might be some chance for the Russian millions. But the Japanese will not wait or sit still; they will attack all the time.

The Russian army of 500,000 might as well not exist.—*Ceylon Independent*.

### THE OSAKA SHOSHEN KAISHA.

The total receipts of the Osaka Shoshen Kaisha for the first months of this year, amounted to Yen 1,060,798. The figures of the steamship company's receipts for last month, compared with those of February of last year, are as follows:—

	February, 1904.	February, 1903.
Receipts	Yen.	Yen.
Freight	206,161	229,259
Passenger	116,274	117,836
Charterage	159,113	3,400
Subsidy	64,004	88,635
Miscellaneous	15,656	13,252
Total	561,207	452,362

### THE SIZE OF BRITISH BATTLESHIPS.

#### ARE THEY TOO BIG?

There are many who feel, says *Engineering*, that the steady advance in the size of British battleships, from the 14,500 tons of the *Royal Sovereign* of ten years ago to the 15,000 tons of the *Formidable*, the 16,350 tons of the *King Edward VII.*, and the 18,000 tons of projected ships, involves too great a concentration of national capital, in view of the comparative ease with which such units may be rendered *hors de combat*, if not completely destroyed, by the torpedo steadily fired from small, inexpensive craft.

The national confidence in the British Admiralty administration is great, and rightly so; but there is the oft-repeated allegation that some of the foreign vessels designed and built by the great warship-building firms in England are of relatively less weight, and yet embody qualities equal in the aggregate to those of British naval ships. In explanation of this it is said that the cause of the greater displacement of the ships of the British Navy is to be found in the wide interpretation placed on that comprehensive phrase, “Admiralty practice.” We have heard that on one occasion, when the combatant officers of the service were asked to make suggestions for battleship design, the resultant vessel would have been of prohibitive displacement had all their ideas been acted upon. It is just possible that the evil officially admitted in this case prevails to a more or less degree in the preparation of the plans of all ships. We know, adds the journal from which we quote, that tradition and developments in science are often in conflict, and it too frequently happens that the claims of both are met by the simple, if expensive, method of duplication.

Admitting that the British ship must contain and exhibit all the qualities to be found in her possible opponents, there is still the chance that these may be attained by other conditions than those briefly described as “Admiralty practice.” The Chilean ships *Liberad* and *Constitution*, bought by the Government, and now the *Triumph* and *Sulsture*, were therefore looked upon with special interest; and this has been very materially intensified by the splendid performance achieved, not only on the steam and manoeuvring trials, but also on the gun tests of the *Liberad*.

## TELEGRAM

### “HONGKONG TELEGRAPH” SERVICE.

### THE WAR.

### THE FIGHTING IN KOREA.

### THE ENGAGEMENT AT CHONGFU.

(From Our Own Correspondent.)

YOKOHAMA, 30th March,  
10.30 a.m.

During the fighting that took place on Monday at Chongfu the Japanese cavalry made a desperate charge upon the enemy.

The infantry followed the mounted troops at the double and repulsed 600 Russian cavalry, who were occupying the town.

The Russians fled in the direction of Wiju, carrying with them the majority of their dead and wounded.

The losses of the Japanese consisted of one officer and four men killed, and two officers and ten men wounded.

### CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

The Manager of the Chartered Bank of India, Australia and China writes us to-day as follows:—

“We have this morning received the following telegram from our Head Office in London:—

“At the approaching meeting of shareholders, the directors will recommend a dividend for the past half-year at 10% per annum, free of income tax, that £75,000 be placed to reserve, which will then stand at £800,000 and that £63,000 be carried forward as undivided profit.”

### THE CROWN AGENTS.

The *Colombo Observer* (7th March) draws attention to the fact that it is not very many months since attention has been drawn to more than one Eastern British port, Colombo included, to the absurd and almost medieval system of doing nearly all local Government business through those expensive people, the Crown Agents for the Colonies. It was only on June 24th last that the General European Member moved for the Ceylon Government to give greater encouragement to local mercantile and industrial enterprise, with due regard for economy and efficiency—as Crown Agents discouraged local enterprise and laid a heavy burden of charges on the Colony for all goods purchased through—or contracts made by them. The Governor (Sir West Ridgeway) did not reply unsympathetically, but he argued that so often both the quality of the goods was better, and their celerity of purchase greater, when got through the Crown Agents; and also that the motion was premature and could not affect the 1904 estimates. The matter being delayed one year, it was to be hoped that Parliamentary attention would be given to it. At length *we* (*Straits Echo*) are glad to note that this was to be afforded the week before last, for the London *Times* of Feb. 13th speaks of a question in the House of Lords for Feb. 15th:—Lord Portsmouth has given notice of a question for Thursday week as to whether Crown Agents for the Colonies receive fixed salaries for their services in connection with the Colonies and protectorates they represent; (2) what those salaries are; (3) whether the Crown Agents are permitted to levy a percentage on expenditure or on any operation undertaken by them as Crown Agents; (4) what is the amount of this percentage; (5) are annual returns made by the Crown Agents to the Colonial Office showing exactly what sums they have received by the levying of this percentage; (6) is it not the case that, in addition to the aforesaid percentage, and to any salary that may be paid out of the Imperial Exchequer, the Crown Agents receive additional salaries or allowances from all or any of the Colonies or protectorates for which they act? The *Observer* thinks it is a pity that, with the press of war-news, was not able to telegraph the replies to this question, which deals with a matter of so vast an importance to his Eastern subscribers.

### SHIPPING AND MAILS.

#### MAILS DUE.

French (*Annam*) 4th prox.  
Indian (*Hangsang*) 4th prox.  
Canadian (*Athenian*) 4th prox.  
American (*Doric*) 5th prox.  
Canadian (*Empress of India*) 15th prox.  
American (*Siberia*) 17th prox.



## TELEGRAMS.

(Reuter's.)

## The War.

LONDON, 29th March.  
It is reported at Seoul that an engagement took place on the 23rd instant between a detachment of Japanese infantry and Cossacks between Anju and Chongfu. The Japanese were victorious, the Russians retreating slowly. The Japanese had fifty killed; the Russian loss is not known.

LATER.

## Chinese Labour in South Africa.

Mr. Lyttelton in the House of Commons said that in view of the success in dealing with recent outbreaks of plague in South Africa, he declined to prevent the introduction of Chinese labour.

## THE TIBET MISSION.

Calcutta, 17th March.

The following news has reached Calcutta. The Tibetans at Tuna say that the proposed attack on the mission on March 2nd was postponed at the instance of the Lamas who held a combination service at Gura and solemnly cursed us for three days, prophesying that the British forces would dwindle away by acts of Providence. The Tibetans report the arrival of reinforcements at Kalashar with 16,000 modern rifles of which all but 500 are useless. The new troops are said to include levies from the Komboko province which lies at the northern bend of the Brahmaputra. The Kombokos are a wild tribe who are believed to be the most material people in Tibet. It is significant that bodies of Tibetans have encamped two or three miles to the east and west of the camp at Tuna, ostensibly to collect fuel.

The yak dung supply has failed at Tuna and both British and Tibetans reduced to use the dung of wild asses.

ROAD-MAKING AND SURVEYING.  
The difficulties of transport experienced by the Mission to Tibet have naturally caused Government to devote considerable attention of late to the possibility of making new roads by various routes to Tibet. Some officials of P. W. Dept., have, therefore, been engaged recently in consultation with those acquainted with the district in deciding if a new alignment is practicable through British Sikkim. A still more important move has been made in the direction of trying to survey a new road through Bhutan.

Starting up the valley Jaldacera in the Duras the party, consisting of two executive officers, and an engineer, started early this month making their base of operations the forest bungalow on the boundary of Bhutan. After crossing the boundary they were met by some minor Bhutanese officials who at first courteously informed the survey party that they would not be allowed to proceed further. Since this occurred, however, we believe that higher authorities intervened and that the difficulties have been smoothed over and that satisfactory progress will presently be made.

## AN EXCITING HUNT.

Chumbi, (Sikkim) 17th March.

The Mounted Infantry, this morning, at Jimgmathang had a most exciting chase after a doe (Shao-Sikkim stag) which came down on the plains. The animal finally fell from exhaustion and was captured alive. It is, probably, the rarest zoological specimen in the world.—Ex.

## TYNE LIKE A NAVAL BASE.

There are prosperous times ahead for the shipbuilders of the Tyne, thanks to British Admiralty and Japanese orders. At Messrs. Palmers' 11 vessels for the British Navy are either in course of construction or are undergoing repairs. A remarkable sight is presented at the Elswick yard. Seven or eight warships lie in the river, including the Turkish battleship *Abdul Hamid*, the ex-Chilian cruiser purchased by the British Government, and the turbine-propelled *Amethyst*, third class cruiser. The keel of the new Japanese battleship was laid about a month ago, and the work is being pushed forward at top speed. The monthly report of the Boiler-makers' Society says that Messrs. Palmers' works have the appearance of a naval base.

## THE NEW DUCKS

AT BOMBAY.

In the Budget Estimates of the Bombay Port Trust of the new works contemplated the most important is the large project for the new docks at Mody Bay. The final detailed estimates for which were sanctioned by the Board in October last and are still before Government. The total estimated cost is Rs. 3,32,09,836, including ranges of 3 foorled sheds for each berth, Railway sidings, and hydraulic cranes, plant and machinery. Tenders for the masonry and excavation of both the wet and dry docks have been invited, the date fixed for their submission being 12th April, 1904. It is accordingly anticipated that the hot weather and monsoon months will be spent in preliminaries and that the work will be proceeded with vigorously in the next cold season. There has been no important alteration in the design which provides, as previously described, for a wet dock to acres in area, affording a total length of quayage of 12,600 linear feet, with entrance 90 feet wide and a depth of water over the entrance sill at H. W. O. N. Tides of 34 feet 3 inches, and a dry dock 1,000 feet in length with entrance 90 feet in width which opens off the wet dock. The outlay budgeted for in 1904-05 includes part cost of a powerful new ladder dredger with two Hopper barges each of 100 tons capacity which are now under construction by Messrs. Simons and Co., Renfrew. Half the cost of this plant, estimated at Rs. 10,93,500, is to be charged to the new dock and half to the special fund for the replacement of dredging plant.

## THE WALL.

## EXCITING INCIDENTS IN THE RED SEA.

Since the outbreak of hostilities in the Far East we doubt whether there have been any incidents in the Red Sea so exciting as those in which four British colliers were forced to take part, about the end of last month. It was not a case of asking a ship to halt, board the vessel, examine the papers &c., and withdraw with the now familiar apology "beg to be excused," but a case of deliberate detention.

One of the detained steamers, the *Frankby*, arrived yesterday morning (says the *Ceylon Independent* of 29th inst.) after her release, bound for Japan with a full cargo of coal, and Captain Kidd had an exciting narrative to relate to brother Captains when he came ashore in the course of the day. The *Frankby* left Barry early in February, with a cargo of coal for Yokohama, and when she had reached the Red Sea, on or about the 24th of the month, she was seized by two of the Russian battleships belonging to Admiral Wirovich's squadron, and taken a distance of twenty miles below the Gulf of Suez where she had to anchor and keep company with three other colliers which were already detained and were under surveillance. Coal, of course, was contraband of war, and when the Russians found out that the *Frankby* was also loaded with coal they naturally seized and detained her. They at first

## THREATENED TO SINK THE SHIP.

Later they made the following proposals:—  
1. That the (the Captain) should take the ship himself to Sevastopol.  
2. Failing this, they would put an armed crew on board and take her there themselves.  
3. That they would take the whole of the crew out of the ship, all her effects and valuables, and then destroy her.

Meanwhile the Admiral had cabled to the authorities at St. Petersburg, and the reply came that the ships were to be detained and confiscated, together with their cargoes.  
A day or two later another cable was despatched to the Russian Capital, and the Captain of one of the men-of-war boarded the detained vessels and informed their respective Captains that it was

## THE CZAR'S DESIRE

that no merchant vessel should be detained or confiscated, and accordingly the four vessels were liberated, after a detention of eleven days. A note to this effect was entered, in Russian, in the log book of each vessel.

The s.s. *Frankby* has a lascar crew on board. Her lengthy detention had naturally caused her to run short of provisions, and she signalled to the Russian men-of-war to this effect, but they took no notice of it. The skipper of the *Frankby* consequently had to put back to Suez and take in a sufficient quantity of provisions &c., before resuming his voyage to Colombo.

On arrival at Suez the Captain went on board a British man-of-war had the entry in the log book translated, as till then he was in the clouds as to what the Russians had written. The entry showed that the ship had been detained and liberated, and could proceed.

It may be of interest to state that the four colliers, when they were detained, were surrounded by two battleships, two cruisers, and twelve torpedo boats.

## 880 A SHOT.

## £ 0,000 YANISHES WHEN THE JAPANESE FLEET FIRES ITS GUNS.

The enormous cost of modern naval warfare has been amply demonstrated by the recent battles in the Far East. On certain ships the costliest single shots have entailed an expense of £80 each. These are from the 12-inch guns, and if every gun on the Japanese battleships and cruisers was discharged but once, the total would amount to over £10,000, to be correct, £10,311 17s. 6d.

Take as an example the *Atsuta*, the flagship of Admiral Togo. The *Atsuta* is armed with 4 twelve-inch guns, 14 six-inch guns, 20 three-inch guns, 6 three-pounder guns, and 6 two-and-a-half pounders.

These 12-inch guns each cost £600, and every shot costs £80. Two shots can be fired in a minute, and thus in a short quarter of an hour the *Atsuta's* four guns can discharge 120 shots at a cost of £9,600. But while her 12-in. ch. guns are booming, other guns keep up an incessant fire. Her fourteen 6-inch guns throw some 18 shells of 100lb weight each per minute, and, as each shell costs £14, the total for 60 seconds is £252. With her 20 3-in. guns she can hurl 240 shells a minute of 12lb weight, at the cost of £3 each, or £720 in all. A single shot from one of her six 3-pounders costs 20s, while that from a 21-pounder makes a big hole in 17s.

The guns on the various fleets range from twelve and a-half to single pounders, and Maxims and order fire. The 5.5 Canet gun is favoured by both sides, particularly by the Russians. It discharges shells at the rate of ten per minute. As against the £9,000 added for a single shot from all the Japanese guns (excluding torpedo-boat and destroyers, of course), the £3,210 that it would cost the Russians for the same thing looks a modest sum indeed. But they have only seven effective cruisers to the fore, and three of those are shut up in Port Arthur. At the same time, if they fired all their guns only once, the cost would be £3,210. The *Pobeda* (the *Vict*) may be taken as the representative cruiser, for, although the Russian ships are built of varying designs, they earned more or less the same. The *Pobeda* carries four 11-in. guns, and a single shot entails a cost of £60. She has eleven 6-in. guns and twenty 3-in. guns (12-pounders). She also carries 26 one-pounders, the total cost of firing all her guns once being £544.—S. F. Press.

## THE BRITISH GUNBOAT "CLIO"

## SEES RUSSIAN WARSHIPS NEAR SUEZ.

The British gunboat *Clio*, which arrived in Colombo on the 17th inst., bound for the

Australian Station, where she will replace H.M.S. *Sparrow*, reports that she was shadowed by a Russian torpedo boat near Suez. When the *Clio* was about 50 miles off Suez, a fleet of Russian men-of-war was sighted at a distance. The night was a very dark one, and the Russians were continually flashing their searchlights. The British gunboat which was steaming at a speed of ten knots an hour, continued her voyage without taking any notice of the Russian warships, when, suddenly, the look-out man saw a ship 50 yards behind her, and identified it as a Russian destroyer, which had been despatched from the main fleet to follow the *Clio*. The British ship continued on her way, and was not signalled in any way. The Russian, which had approached her, gradually withdrew and steamed off to rejoin the main body, being evidently satisfied that a search was of no avail. The *Clio*, which started from Portsmouth towards the end of January, had no intimation of the outbreak of hostilities till she reached Malta, when a tramp-steamer gave her the news.

## THE SUGAR TAX.

The proposed modifications in the sugar tax, to be put before the Diet by the Japanese Government for consideration, are as follows:—

Quality 1 per picul, increase Y. 1.00 making total tax Y. 2.00.  
Quality 2 per picul, increase Y. 1.40 making total tax Y. 3.00.  
Quality 3 per picul, increase Y. 1.80 making total tax Y. 6.00.  
Quality 4 per picul, increase Y. 4.20 making total tax Y. 7.00.

## THE NEW BUDGET.

Amongst the several financial measures to be adopted by the Japanese Diet, with a view to increase the revenues of the country during the war, is a modification of import dues on the following goods:—

Manufactured Sugar, from 10% ad valorem to be 50%.  
Preserves with Sugar, from 5% ad valorem to be 30%.  
Salt quality A, per picul, from Y. 0.418 to be Y. 0.50.  
Salt quality B, per picul, from Y. 0.712 to be Y. 2.50.  
Alcohol, per litre, from Y. 0.93 to be Y. 0.45.  
Chinese samshu ad valorem from 20% to be 120%.  
Tobacco, ad valorem, from 100% to be 250%.

The *Militar Wochenblatt*, the organ of the German General Staff, has published an article discussing Russia's prospects of reinforcing her army in East Asia. The paper, as already reported in a brief telegram, takes a pessimistic view of the capacity of the Trans-Siberian Railway, and especially of the section crossing Lake Baikal, where it says the difficulties to be overcome are enormous. The limited capacity of the line is said to be a much more serious matter than the threatened damage to it by natives. The paper estimates the present transporting capacity of the railroad from Russia's experience of last summer in moving two brigades to Tschita, east of Lake Baikal, which was only accomplished at the rate of eight and a half miles an hour. At this rate it would take thirty-six days to convey 25,000 men from the Ural mountains to Mukden or Vladivostok. The *Wochenblatt* assumes the present strength of the Russian army in Eastern Asia to be 138,761 men, and, upon the foregoing estimate of the time required to move troops, it declares it will take until April 21st for Russia to raise the strength of her East Asiatic army to 235,000 men. The paper is of the opinion that the easiest thing for Japan to do to compel Russia to abandon Manchuria is to strike at the centre of the country, or, in other words, concentrate her forces against Harbin.

## BALKAN TROUBLES.

## RUSSIA'S APPREHENSIONS.

Apprehensions respecting the maintenance of peace in the Balkan Peninsula are rapidly spreading and growing more intense owing very largely to unauthorised statements from Germany about England's determination to support her life of protector of the Christians in Turkey and to obtain a stronger footing in Southern Persia. "High official circles" at Berlin attribute a Russian correspondent there to state that Mr. Chamberlain had recently said to intimate friends, "England will profit by the first opportunity to begin war. A stream" of such pernicious "facts" is being poured unceasingly into Russia from Germany, and is calculated to cause enormous harm to the peace of Europe and the world.

But despite the warning given by the Minister of Foreign Affairs to the Bulgarian Government, the danger of war between Bulgaria and Turkey is recognised as real and increasing. All accounts show that both countries are actively preparing. The latest intelligence from Sofia states that the soldiers already trained, who in ordinary times would have been dismissed to their homes, are being retained in the army in all the towns on the Turkish frontier. The Porte likewise has been preparing for some time, and Austria is ready to carry out the concerted plan.

Consular reports from Turkey describe the bitterness of the Mohammedans as being wrought to a high pitch. While the Grand Vizier, Ferid Pasha, gives full assurance of peace, in military circles a Holy War is openly spoken of. On the other hand, the Turkish Embassy at Vienna states that all reports of Turkish mobilisation are entirely without foundation. Turkey has also issued a Circular Note to the Powers wherein it is declared that she entertains no warlike designs, and that the reinforcements of troops on the frontier are only intended to prevent the crossing of Bulgarian bands.

At the ceremonial audience of Mr. Buchanan, the new English Minister at Sofia, Prince Ferdinand remarked, among other things, "I beg you to inform the Government of his Majesty that my Government relies upon

the intention of the Powers fully to carry out the reforms, and we will to the utmost of our power assist in supporting this peaceable and humane work."

## FRANCE'S SQUADRON

## IN THE EAST.

Speaking of the naval preparations now going on in various French ports, *Le Yacht* says:—We have enumerated the various warships which could be sent to Chinese waters if need be, but we repeat that there is as yet no question of it. Besides, it is not advisable to send out ship after ship to encumber the French ports and points of support in Indo-China, which are ill furnished with machinery, tools and supplies. As it is, the stock of coal at Saigon, amounting to 9,000 tons, would be speedily exhausted if all the French warships were compelled to coal there, as they would be in case of France being engaged in a war. It is true that the Minister of Marine has just ordered a further supply of 6,000 tons to be sent out, but there is a great want also of other material, with which the home ports even are not too well provided. It is rumoured, says *Le Yacht*, that the *Perle*, a submarine, is to be sent out on board a cruiser, and that it would be better to send it out with one or two others on board the *Foudre*, a torpedo depot ship. In deciding when to send submarines to the Far East, the French authorities would do well to consider that the current of most of the rivers out there is very swift, and that the speed of the *Perle* type of submarine is only eight knots. In the rivers at Saigon and Haiphong the speed of the current is from 4 to 6 knots. It is also a question whether life on a submarine in the tropics is a possibility.

## THE NEW GOVERNOR OF THE STRAITS SETTLEMENTS.

"TRUTH" SAYS THE APPOINTMENT CREATES "PROFOUND INDIGNATION AND DISGUST."

Truth, of February 25th, brought by the last mail, has the following:—  
The appointment of Sir John Anderson to the Governorship of the Straits Settlements has created profound indignation and disgust throughout the Colonial Service, and should properly be the reward of arduous and distinguished service in the Colonies. There would be no difficulty in finding men who had a good claim to the berth on such grounds. But all their services are disregarded in favour of a gentleman who has never seen any Colonial service, and who rises at one step from the status of a Downing-street clerk, salary graded from £850 to £1,500 a year to the dignity of "His Excellency the Governor," salary and table-money £5,800 per annum, with a large furnished house and innumerable perquisites, an A. D. C. at £500 a year and with valuable local patronage! Whatever Sir John Anderson's abilities of services, there is nothing in his record to justify such extraordinary favour as this. It is also impossible to suppose that Mr. Alfred Lyttelton, in his few weeks' sojourn at the Colonial Office, was so impressed with the services of one of his principal clerks as to feel bound to reward him in this way at the expense of the whole Colonial Service. He must obviously have been prompted to make, or approve of, the appointment, and there is little difficulty in identifying the prompter.

## TO SINK THE SUBMARINE.

The submarine will certainly add a new terror to the naval warfare of the future. Inventors may claim to have solved the question of submarine navigation, but there is still plenty of room for improvement in various details—notably vision when submerged and speed when running both above and below water. It is this low speed, coupled with the comparatively long time taken by some submarines in diving, that will give an opening to a counter-attack by ships whose movements are confined to the surface, either by gunfire, throwing heavy explosive charges, or, in the case of fast vessels by the use of an outrigger torpedo. The submarine has to come to the awash position for the purpose of reconnoitring her prey. If she sights a watchful destroyer patrolling outside the enemy's fleet, she starts diving at once. But it has been estimated that a thirty-knot destroyer can cover no less than 920 yards in a minute, while those only able to do twenty-five knots are good for 771 yards in the same short period. So that the destroyer, having seen the submarine half a mile distant, is after her with the speed of a railway train, and if, as is the case with some foreign submarines, the fugitive takes two or three minutes to get well below out of harm's way, her career and that of her crew would probably be quickly terminated.—Ex.

## COMMERCIAL.

Quotations for the week close as follows:—  
Hongkong Bank's ... \$617 1/2  
Hongkong Fire ... \$85 sa.  
China Fire ... \$81 b.  
H. C. and M. Steamboats ... \$264 b.  
Indo-Chinas ... \$90 b.  
China Manilas ... \$22  
Douglas ... \$34 b.  
China Sugars ... \$113 b.  
H'kong & W'poo Docks ... \$205  
H'kong & K'loon Wharfs ... \$93 b.  
Hongkong Lands ... \$145 s.  
Hongkong Hotels ... \$155 sa.  
Green Island Cements ... \$25 sa.

## OPIMUM QUOTATIONS.

To-day's quotations are as follows:—  
Malwa New ... 940/970  
" Old ... 980/1,060  
" Oldest ... 1,100/1,160  
Patna New ... 1,307 1/2  
Benares New ... 1,297 1/2  
Perjan (Paper) ... 850/950

## TO-DAY'S EXCHANGE.

Selling.  
London—Bank T.T. ... 1/9 5/16  
Do. demand ... 1/9 1/2  
Do. 4 months' sight ... 1/9 1/2  
France—Bank T.T. ... 23 3/4  
America—Bank T.T. ... 43 1/2  
Germany—Bank T.T. ... 18 1/4  
India T.T. ... 132  
Do. demand ... 132 1/2  
Shanghai—Bank T.T. ... 72  
Japan—Bank T.T. ... 8 1/2  
Singapore—Bank T.T. ... Nominal  
Java—Bank T.T. ... 107 1/2

Buying.  
4 months' sight L/C ... 1/9 1/2  
6 months' sight L/C ... 1/9 1/2  
30 days' sight San Francisco & New York ... 43 1/2  
4 months' sight do. ... 44 1/2  
30 days' sight Sydney and Melbourne ... 1/10  
4 months' sight France ... 23 3/4  
4 months' sight Germany ... 22 3/4  
4 months' sight Germany ... 22 3/4  
Bar Silver ... 25 1/2  
Bank of England rate ... 4 1/2

## BANK HOLIDAYS.

IN accordance with the provisions of Ordinance No. 6 of 1875 the EXCHANGE BANK will be CLOSED for the Transaction of Public Business TO-MORROW (GOOD FRIDAY) and EASTER MONDAY, the 1st and 4th proximo, respectively.  
Hongkong, 31st March, 1904. [450]

## FIRE INSURANCE ASSOCIATION OF HONGKONG.

EASTER HOLIDAYS.  
IT is hereby notified that the FIRE INSURANCE OFFICES will be CLOSED for the Transaction of Public Business TO-MORROW (FRIDAY) and MONDAY, the 1st and 4th proximo, respectively.  
By Order, A. R. LOWE, Secretary.  
Hongkong, 31st March, 1904. [456]

## HONGKONG RIFLE ASSOCIATION.

THE COMPETITION on SATURDAY, 2nd April, will be for SPOONS, commencing at 2.30 P.M.  
RANGES: 200, 300 and 400 yards.  
Seven Shots and a Sighter at each Range.  
MOWBRAY S. NORTHCOTE, Hon. Secretary.  
Hongkong, 31st March, 1904. [457]

## GOVERNMENT NOTIFICATION.

PARTICULARS AND CONDITIONS of the letting by Public Auction Sale, to be held on MONDAY, the 11th day of April, 1904, at 3 P.M., at the Offices of the Public Works Department, by Order of His Excellency the Officer Administering the Government, of One Lot of CROWN LAND at Conduit Road, in the Colony of Hongkong, for a term of 75 years, commencing from the 10th day of July, 1899.

## PARTICULARS OF THE LOT.

No. of Sale.	Boundary Measurements.	Contents in Square feet.	Annual Rent.	Upset Price.
LOCALITY.	N. S. E. W.			
Island Lot No. 1712.	Conduit Road 92' 21' 171' 171'	171' 171'	95	1,500

Hongkong, 31st March, 1904. [458]

## GOVERNMENT NOTIFICATION.

PARTICULARS AND CONDITIONS of the letting by Public Auction Sale, to be held on MONDAY, the 11th day of April, 1904, at 3 P.M., at the Offices of the Public Works Department, by Order of His Excellency the Officer Administering the Government, of two Lots of CROWN FORESHORE and Sea Bed at Shaikwan, in the Colony of Hongkong, for a term of 75 years, with the option of renewal at a CROWN RENT to be fixed by the Surveyor of His Majesty the KING, for one further term of 75 years.

## PARTICULARS OF THE LOT.

No. of Sale.	Boundary Measurements.	Contents in Square feet.	Annual Rent.	Upset Price.
LOCALITY.	N. S. E. W.			
Island Lot No. 402.	Shaikwan 52' 50' 75' 75'	1,750	10	1,125
Island Lot No. 403.	Shaikwan 52' 50' 75' 75'	1,750	10	1,125

Hongkong, 31st March, 1904. [459]

## TO LET.

AT KOWLOON.  
NO. 6, LYEEMOON VILLAS.  
From 1st May, 1904.

Apply to—  
LEO DALMADA & CASTRO, C/O GEO. K. HALL BRUTON, Esq., 19 and 41, Des Vaux Road, Hongkong, 31st March, 1904. [461]

## EYE-SIGHT.

MR. N. LAZARUS  
May be personally consulted for SPECTACLES.  
No charge for testing the eyes.  
Glasses and frames of all kinds and qualities.  
Prices from \$2 upwards.  
16, QUEEN'S ROAD, CENTRAL.  
Hongkong, 6th November, 1903. [44]

## To-day's Advertisements.

## HONGKONG HOTEL.

DINNER.  
On SATURDAY, 2nd April.

MENU.  
HORS D'OEUVRES:  
Canapes a la Windsor.

SOUP.  
Potage Creme de Riz a la Princess.

FISH.  
Boiled Salmon—sauce Victoria.

ENTREES.  
Mutton Cutlets a l'Italienne.  
Braised Fillet of Beef a la Jardiniere.  
Tomato Farce.

CURRY.  
Sweetbread.

JOINTS.  
Roast Sirloin of Beef and Horseradish.  
Roast Capon and Bread Sauce.  
Boiled Call's Head Sauce Piquante.  
Cold Galantine of Turkey and Egg Salad.

SWEETS.  
Baked Fig Custard Pudding.  
Pineapple Ice Cream and Genoa Cake.  
Apricot Tart. Topsy Cake.

DESSERT.  
Coffee, Fruit. [460]

## VICTORIA RECREATION CLUB.

## SEVENTH ATHLETIC MEETING.

THE COMMITTEE of the VICTORIA RECREATION CLUB request the pleasure of the Company of the LADIES of Hongkong on EASTER MONDAY, the 4th April, at 4 P.M., on the Hongkong Football Club Ground (kindly placed at the disposal of the Committee) at the Happy Valley.

By kind permission of Lt.-Col. W. S. BIRDWOOD and Officers, the Band of the 11th Mahratta Light Infantry will perform during the afternoon.

Admission to the Grand Stand and Enclosure (Gentlemen) 5s.  
Members of the Hongkong Football Club on presenting Membership Ticket. Free.  
No Persons other than Officials and Competitors allowed within the Course.

HAROLD C. AUSTEN, Actg. Hon. Secretary, V. R. C.  
Hongkong, 31st March, 1904. [462]

## VICTORIA RECREATION CLUB.

## SEVENTH ATHLETIC MEETING.

COMPETITORS are notified that the HEATS for the 100, 120, 220 and 440 YARDS FLAT RACES, and 120 YARDS HURDLE RACE will be off on SATURDAY, the 2nd April, commencing at 3 P.M. sharp.

HAROLD C. AUSTEN, Actg. Hon. Secretary, V. R. C.  
Hongkong, 31st March, 1904. [463]

## Intimations.

THE POPULAR SCOTCH IS "BLACK & WHITE"

JAMES BUCHANAN & CO. SCOTCH WHISKY DISTILLERS.

By Appointment to

H. M. THE KING and HRH. the PRINCE of WALES

Supplied at all the LEADING CLUBS and HOTELS, and to be obtained from

LANE, CRAWFORD & CO., Queen's Road Central.

[F]



## Shipping—Steamers.

## OCEAN STEAMSHIP CO., LD.

AND  
CHINA MUTUAL STEAM NAV. CO., LD.

## JOINT SERVICES.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN, NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA AND SUMATRA PORTS.

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.  
MONTHLY SAILINGS FOR LIVERPOOL.

## OUTWARDS.

FROM	STEAMERS	DUE
GLASGOW and LIVERPOOL	"JASON"	On 5th April.
GLASGOW and LIVERPOOL	"ACHILLES"	On 10th April.
GLASGOW and LIVERPOOL	"ALCINOUS"	On 16th April.
GLASGOW and LIVERPOOL	"HYSON"	On 17th April.
GLASGOW and LIVERPOOL	"PROMETHEUS"	On 24th April.
GLASGOW and LIVERPOOL	"DEUCALION"	On 1st May.
GLASGOW and LIVERPOOL	"ULYSSES"	On 7th May.
GLASGOW and LIVERPOOL	"DARDANUS"	On 13th May.

## HOMEWARDS.

FOR	STEAMERS	TO SAIL
LONDON & ANTWERP	"PAKLING"	On 29th March.
LONDON & ANTWERP	"MACHAON"	On 14th April.
*GENOA, MARSEILLES & L'POOL	"IDOMENEUS"	On 14th April.
LONDON & ANTWERP	"TELEMACHUS"	On 26th April.
LONDON & ANTWERP	"JASON"	On 10th May.
*GENOA, MARSEILLES & L'POOL	"ACHILLES"	On 20th May.

\* Taking Cargo for Liverpool at London Rates.

## TRANS-PACIFIC SERVICE.

FOR	STEAMERS	TO SAIL
VICTORIA, SEATTLE, TACOMA, and all PACIFIC COAST PORTS, via NAGASAKI, KOBE and YOKOHAMA.	"HYSON"	On 19th April.

S.S. "PING SUEY" will leave Victoria, B.C., for Japan and Hongkong on 24th March.

For Freight, apply to

BUTTERFIELD & SWIRE,  
AGENTS.

Hongkong, 31st March, 1904.

## CHINA NAVIGATION CO., LIMITED.

FOR	STEAMERS	TO SAIL
SHANGHAI	"WHAMPOA"	4th April.
MANILA	"KAIPO"	6th "
ILOILO	"WUOHANG"	7th "
SWATOW and TIENTSIN	"CHIHLI"	7th April, at 4 p.m.
PORT DARWIN, THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE	"CHINGTU"	8th April.

\* The Attention of Passengers is directed to the Superior Accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivalled table. A duly qualified Surgeon is carried.

† Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,  
AGENTS.

Hongkong, 31st March, 1904.

## Hongkong-Manila.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila.—Saloon amidships—Electric Light—Perfect Cuisine—Surgeon and Stewardess carried.—All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA  
STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captain.	For	Sailing Dates.
ZAFIRO	2540	R. Rodger	MANILA (DIRECT)	SATURDAY, 9th April, at 10 A.M.
PERLA	1980	—	—	—
RUBI	2540	R. W. Almond	—	—

For Freight or Passage, apply to

SHEWAN, TOMES & CO.  
GENERAL MANAGERS.

Hongkong, 31st March, 1904

## PORTLAND &amp; ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, via SHANGHAI, INLAND SEA OF JAPAN, MOJI, KOBE AND YOKOHAMA,

FOR

## PORTLAND, OREGON,

OPERATING IN CONNECTION WITH

## THE OREGON RAILROAD AND NAVIGATION COMPANY.

Steamship	Tons	Captain	To Sail
"NICOMEDIA"	4371	—	April 14, 1904.
"ARABIA"	4483	—	—
"AROGONIA"	4198	—	—
"NUMANTIA"	4370	—	—

Through Bills of Lading issued to Pacific Coast Ports and all Eastern, Canadian and United States Ports. For through rates of Freight and further information, communicate with or apply to

ALLAN CAMERON, General Agent.

## HONGKONG-MACAO LINE.

S.S. "WING CHAI,"  
Captain SAMUEL BELL SMITH.

DEPARTURES from Hongkong, on Week Days, at 7.30 A.M.; on Excursion Sundays, at 8.30 A.M.; from Macao, Week Days at about 2 P.M. and Sundays about 7.30 P.M.  
FARE:—(Week Days) 1st Class (including cabin and servant), \$3; Return Ticket, \$5; 2nd Class, \$1; 3rd Class, 50 cents.  
On Excursion Sundays, 1st, 2nd, 3rd Class Single Ticket, \$2; Return Ticket, \$3. Return Ticket including Tiffin and Dinner either on Board or at Macao Hotel, \$5. On Sundays, \$5 extra will be charged for each cabin with accommodations for two or more passengers.  
WHARF—At the Western end of Wing Lok Street.  
The Steamer runs an Excursion Trip EVERY SUNDAY. It takes only 3½ hours to reach Macao.  
MING ON & CO.,  
2nd Floor, No. 16, Victoria Street.  
Hongkong, 5th January, 1904.

## HONGKONG-CANTON LINE.

THE British Steamship  
"YING KING,"

Captain Ramsey, of 1,088 tons. Registered, is the newest, fastest, and most luxuriously furnished steamer on the line and is lighted throughout with Electricity; hot and cold water service. The cuisine is unexcelled.  
Leaving Hongkong every MONDAY, WEDNESDAY and FRIDAY EVENING, at 9 P.M. and returning from Canton every following evening at 5 P.M.  
1st Class.....\$3.00 for Single Journey.  
2nd " ..... 1.50 " "  
Meals ..... 1.00 each.  
The steamer's wharf is at the Western end of Wing Lok Street.

YUK ON S.S. CO., LD.,  
No. 216, Wing Lok Street.  
Hongkong, 9th March, 1904.

## Shipping—Steamers.

CHINA NAVIGATION COMPANY,  
LIMITED.

## AUSTRALIAN LINE.

REDUCTION IN PASSAGE RATES,

From 1st January, 1904.

ALSO REDUCED FARES TO  
MANILA AND RETURN.

STEAMERS fitted throughout with Electric Light, First Class Accommodation. Unrivalled Table. Duly qualified Surgeon carried.  
BUTTERFIELD & SWIRE,  
Agents.  
Hongkong, 1st February, 1904. [104]

MESSAGERIES CANTONNAISES.

J. TREVOUX & CO.

HONGKONG-CANTON NIGHTLY  
SERVICE.

THE Commodious Steamer

"PAUL BEAU,"

Captain Frangoul, leaves Hongkong for Canton at 9 P.M., on SUNDAYS, TUESDAYS and THURSDAYS, returning to Hongkong the following Days, leaving Canton at 5 P.M., taking Passengers and Cargo as usual.  
The S.S. "CHARLES HARDOUIN," Captain Noel, leaves Hongkong on MONDAYS, WEDNESDAYS and FRIDAYS, at the usual hour.

These Two Magnificent and Up-to-Date Steamers, are lighted with Electricity.  
The Saloon is under European Supervision.  
First Class European ..... \$8.00  
Second Class European ..... 3.00  
First Class Chinese ..... 1.50  
Second Class Chinese ..... .80  
Deck ..... .30  
The Company's Wharf is at the end of Queen Street, Praya West.

For further Particulars, apply to  
J. LANDOLT, Agent,  
THE PHARMACY, Queen's Road Central.  
Hongkong, 23rd March, 1904. [222]

## STEAM TO CANTON.

THE New Twin Screw Steamers

Tons Captain  
"KWONG CHOW".....1,309...J. P. MARTIN.  
"KWONG TUNG".....1,318...H. W. WALKER.  
Leave Hongkong for Canton at 8.30 Every Evening (Saturday excepted).  
Leave Canton for Hongkong about 5 o'clock Every Evening (Sunday excepted).  
These Fine New Steamers have unexcelled Accommodation for First Class Passengers and are lit throughout by Electricity.

Passage Fare—Single Journey.....\$4  
Meals ..... (Each) 1  
The Company's Wharf is a Short Distance West of the Harbour Master's Office.

SHIU ON S.S. CO., LD., and  
YUEN ON S.S. CO., LD.,  
No. 8, Queen's Road West.  
Hongkong, 17th February, 1904. [14]

DOUGLAS STEAMSHIP COMPANY  
LIMITED.

FOR SWATOW, AMOY AND FOOCOW.  
THE Company's Steamship

"THALES,"  
Captain Robson, will be despatched for the above Ports, TO-MORROW, the 1st proximo, at Daylight.

For Freight or Passage, apply to  
DOUGLAS, LARRAIK & Co.,  
General Managers.  
Hongkong, 31st March, 1904. [443]

COMPAGNIE DES MESSAGERIES  
MARITIMES.

PAQUEBOTS-POSTE FRANCAIS.  
FOR SHANGHAI, KOBE AND  
YOKOHAMA.

THE Company's Steamship

"ANNAM,"  
Captain Gerard, will be despatched for the above Ports, on or about MONDAY, the 4th April.

For Freight or Passage, apply to  
G. DE CHAMPEAUX,  
Agent.  
Hongkong, 26th March, 1904. [9]

BRITISH INDIA STEAM NAVIGATION  
COMPANY, LIMITED.

FOR STRAITS AND RANGOON.  
THE Company's Steamship

"PUNDUA,"  
Captain C. Willis, will be despatched for the above Ports, on WEDNESDAY, the 6th April, at Noon.

For Freight or Passage, apply to  
JARDINE, MATHESON & Co.,  
Agents.  
Hongkong, 30th March, 1904. [452]

FOR SINGAPORE, PENANG AND  
CALCUTTA.

THE Steamship

"LIGHTNING,"  
Captain J. G. Spence, will be despatched for the above Ports, on WEDNESDAY, the 6th proximo, at 3 P.M.

For Freight or Passage, apply to  
DAVID SASSOON & CO., LIMITED,  
Agents.  
Hongkong, 30th March, 1904. [453]

FOR YOKOHAMA AND KOBE.

THE Steamship

"ARTEMISIA,"  
Captain Gronmeyer, will be despatched for the above Ports, on THURSDAY, the 7th April, at Noon.

For Freight, apply to  
HAMBURG-AMERIKA LINIE,  
Hongkong Office.  
Hongkong, 30th March, 1904. [449]

REGULAR STEAMSHIP SERVICE  
TO NEW YORK.

VIA PORTS AND SUEZ CANAL  
(With Liberty to call at PHILIPPINE PORTS).

PROPOSED SAILINGS FROM HONGKONG.

1904. About -  
"SAINT IRENE" ..... 29th April.  
For Freight and further information, apply to  
DODWELL & Co., LIMITED,  
Agents.  
Hongkong, 26th March, 1904.

## Announcements.

F. BLACKHEAD & CO.,  
SHIP-CHANDLERS, SAILMAKERS,  
COAL AND PROVISION MERCHANTS, NAVAL CONTRACTORS  
AND GENERAL COMMISSION  
AGENTS,  
16, DES VŒUX ROAD CENTRAL,  
HONGKONG.  
SOAP AND SODA MANUFACTURERS.

SOLE AGENTS FOR

HARTMANN'S RAHTJEN'S GENUINE  
COMPOSITION RED HAND  
BRAND, HARTMANN'S GREY PAINT,  
DAIMLER'S PATENT MOTOR  
LAUNCHES,  
&c. &c. &c.

Sole Agents for

FERGUSON'S SPECIAL CREAM  
and  
O SPECIAL LIQUOR SCOTCH  
WHISKY, &c.  
EVERY KIND OF  
SHIPS STORES AND REQUISITES  
ALWAYS IN STOCK

AT  
REASONABLE PRICES.  
Hongkong, 15th December, 1903. [E]

THE CHINA & JAPAN TELEPHONE  
AND ELECTRIC COMPANY,  
LIMITED.

HONGKONG EXCHANGE,  
OPEN DAY AND NIGHT.

SUBSCRIPTIONS.

EXCHANGE LINES, \$100 Per Annum.  
PRIVATE LINES, By Arrangement

NO CHARGE FOR INSTALLATION.

N.B.—A special charge is made for lines of  
more than average length.

ELECTRIC SUPPLIES OF EVERY DESCRIPTION IN STOCK.  
INCLUDING—

BATTERIES,  
CHEMICALS,  
ELECTRIC BELLS,

INSULATION,  
LIGHTNING CONDUCTORS.

SWITCHES,  
TELEPHONES,

WIRE, &c., &c.

PRICE LISTS ON APPLICATION.

ELECTRIC BELL INSTALLATIONS,  
Erected and kept in order.

Estimates given for all kinds of Electrical  
work.

Trained Mechanicians sent to Out-Ports to fit  
up installations if required.

NOTE ADDRESS—2, ICE HOUSE ROAD.

For full Particulars, &c., &c., Apply to  
W. STUART HARRISON,  
A.M. INST. C.E.,  
Manager

Hongkong, 2nd April, 1903. [6]

## For Sale.

FOR SALE.

INCANDESCENT,  
SCENT,  
Gasoline,  
Lamps of all  
descriptions from the best  
makers.  
Incandescent  
Mantles,  
Chimneys,  
Globes, Shades,  
&c., for  
Gasoline and  
Gas Lamps at the most  
moderate prices.  
Lamps fixed  
up for Buyers  
free of charge.  
Naphtha of the  
best kind  
kept in stock.

TAI KWONG CO.,  
56, Lyndhurst Terrace,  
Hongkong, 17th November, 1903. [11]

## Announcement.

## THE HONGKONG TELEGRAPH.

1, ICE HOUSE ROAD,  
HONGKONG.

CABLE ADDRESS.—Telegraph, Hongkong

THE leading English Newspaper in China  
Also widely circulated in Japan, Cochin  
China, Ceylon, India and the Far East  
generally.

A daily newspaper with weekly edition  
published for despatch by the homeward mail  
The daily is recommended as more generally  
suitable, except for subscribers in Europe or  
America.

A special feature is made of full and accurate  
reports of local occurrences, and of matters  
of general interest.

## ADVERTISING DEPARTMENT.

The Hongkong Telegraph is the best  
medium for advertising in China. It circulates  
largely among all classes of the community,  
is the largest daily newspaper and has a  
wider circulation than any journal in the Far  
East.

Special attention given to effectively displaying  
advertisements.

The type used as a standard for setting  
advertisements is similar to this, unless we are  
instructed to display the advertisement, when  
any effective style of type will be adopted.  
This standard runs exactly eight lines to the  
inch, and about eight words to the line.

## ADVERTISEMENT RATES.

(per inch.)	
One week.....	\$ 2.85
One month.....	7.20
Two months.....	13.00
Three ".....	20.00
Six ".....	37.50
Twelve ".....	73.00

No charge less than one dollar.

Discount allowed on—  
3 Months Contracts..... 5 per cent.

6 " ..... 10 "

12 " ..... 25 "

## DOMESTIC OCCURRENCES.

Notices of Births, Deaths, and Marriage.  
\$1 each insertion in the Daily and Weekly.

## CONTRACT ADVERTISEMENTS.

Special Rates for standing advertisement  
can be ascertained from the Manager.  
Advertisements for the Daily should reach  
the Hongkong Telegraph Office not later than  
noon of the day they are intended to appear.  
Unless otherwise specified all advertisements  
will be repeated and charged for until countermanded.

## JOB PRINTING DEPARTMENT.

Job Printing of all descriptions undertaken

PROGRAMMES,  
PAMPHLETS,  
CARDS,  
CIRCULARS,  
EXPRESSES.

All job printing is done under European  
supervision, well turned out, free from error,  
and remarkably cheap at

THE HONGKONG TELEGRAPH  
OFFICE.

Estimates given for all classes of work on  
application to

THE MANAGER,  
HONGKONG TELEGRAPH CO., LD.  
1, Ice House Road,  
Hongkong.

Estimates given for all classes of work on  
application to

THE MANAGER,  
HONGKONG TELEGRAPH CO., LD.  
1, Ice House Road,  
Hongkong.

Estimates given for all classes of work on  
application to

THE MANAGER,  
HONGKONG TELEGRAPH CO., LD.  
1, Ice House Road,  
Hongkong.

## HONGKONG METEOROLOGICAL

## SIGNALS

## A NEW CODE.

We have received from the Hongkong  
Observatory a new code of meteorological  
signals which comes into force at Hongkong  
on New Year's Day. They are the same as  
those at present in use at Shanghai, and will  
be hoisted on the mast beside the time-ball at  
Kowloon Point for the information of masters  
of vessels leaving the port. They do not necessarily  
imply that bad weather is expected. The  
signals are as follows:—

A cone point upwards indicates a typhoon to  
the North of the Colony.

A cone point upwards and drum below indicates  
a typhoon to the North-East of the Colony.

A drum indicates a typhoon to the East of  
the Colony.

A cone point downwards and drum below  
indicates a typhoon to the South-East of the  
Colony.

A cone point downwards indicates a typhoon  
to the South of the Colony.

A cone point downwards and ball below  
indicates a typhoon to the South-West of the  
Colony.

A ball indicates a typhoon to the West of  
the Colony.

A cone point upwards and ball below indicates  
a typhoon to the North-West of the Colony.

Red Signals indicate that the centre is  
believed to be more than 300 miles away from  
the Colony.

Black Signals indicate that the centre is  
believed to be less than 300 miles away from  
the Colony.

The above signals will, as heretofore, be  
hoisted only when typhoons exist in such positions  
or are moving in such directions that information  
regarding them is considered to be of  
importance to the Colony or to shipping leaving  
the harbour.

## NIGHT SIGNALS.

Two lanterns hoisted vertically indicate bad  
weather in the Colony and that the wind is  
expected to veer.

Two lanterns hoisted horizontally indicate  
bad weather in the Colony and that the wind is  
expected to back.

The signals are repeated on the flagstaff of  
the Godown Company at Kowloon, and also,  
by day only, at the Harbour Office and on the  
M's Receiving Ship.

## LOCAL STORM-WARNINGS.

The Colony itself is warned of approaching  
typhoons by means of the Typhoon Gun placed  
at the foot of the mast, which is fired whenever  
a strong gale of wind is expected to blow here.

## NOTICE BOARDS.

Notice boards are placed at:—  
Joint Cable Companies' Office;  
Ferry Company's Pier, Ice House Street.  
Blake Pier.  
Post Office,  
Harbour Office.  
Ferry Company's Pier, Kowloon.

WEATHER-FORECASTS and STORM-  
WARNINGS are exhibited on the above boards  
daily about 11 a.m., and also at other hours,  
day or night, whenever necessary. Information  
of importance is also issued by "Express."

THE CHINA COAST METEOROLOGICAL  
REGISTER is exhibited at the same places daily  
about noon. It contains observations made at  
Hongkong and at a number of stations in the  
Far East, together with Remarks, Weather,  
Tide, and information regarding the existence  
and movements of typhoons based thereon.

## SPECIAL INQUIRIES.

Masters of vessels or their agents may,  
whenever necessary, call at the Telegraph  
Company's Office in Connaught Road and  
send telegrams to the Observatory asking for  
special information without charge. Such  
inquiries may also be sent from the Police  
Station at Kowloon Point which is connected  
with the Observatory by telephone.

## THE LAW OF STORMS.

Further information concerning the weather  
to be expected while signals are hoisted, and  
sailing directions, are given in "The Law of  
Storms in the Eastern Seas."

F. C. FIOO,

Acting Director.







# NOTICE.

**THE WEATHER WILL BE EXCEEDINGLY COLD** AFTER YOU PASS PORT SAID ON YOUR WAY HOME AND COLDER STILL SHOULD YOU GO VIA U. S. A. OR CANADA. YET YOU CANNOT AFFORD TO LOSE THE SPLENDOR OF THE MEDITERRANEAN OR PACIFIC SEA BY NIGHT. THEREFORE A TRAVELLING RUG BECOMES A NECESSITY AND WM. POWELL, LTD., ARE PREPARED TO SUPPLY FINE SCOTCH RUGS FROM \$8.50 TO \$25.00. THESE WILL BE FOUND IN THEIR GENTLEMEN'S DEPARTMENT AT 28, QUEEN'S ROAD, WHERE THEY ALSO STOCK ALL OTHER TRAVELLING REQUISITES.

**BY THE WAY,** HAVE YOU HEARD THEY HAVE JUST RECEIVED 19 CASES OF NEW SPRING GOODS WHICH ARE NOW OPENED OUT, AND OTHER LARGER SHIPMENTS FOLLOW TO STOCK THEIR NEW PREMISES IN DES VŒUX ROAD WHICH WILL BE OPENED SHORTLY? ONE OF THE CHIEF FEATURES OF THE BUSINESS WILL BE THE GRAND WINDOW DISPLAY WHICH CANNOT FAIL TO ATTRACT THE ATTENTION OF EVERYONE IN THE COLONY.

**N.B.**—THE LADIES' DEPARTMENT IS AT PRESENT AT 34, QUEEN'S ROAD (UPSTAIRS).